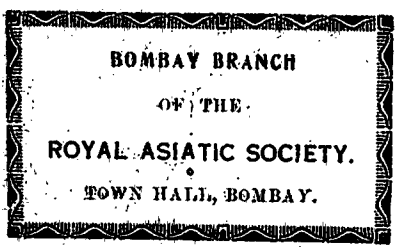
Report of the
Bombay Chamber of Commerce
1878

12
1
38

00133565



Digitized with financial assistance from
Government of Maharashtra
on 01 February, 2020

REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE YEAR 1898.

133565

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 15TH FEBRUARY 1899.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

Bombay:
PRINTED FOR THE CHAMBER
AT THE
BOMBAY GAZETTE STEAM PRINTING WORKS.

1899.

BOMBAY:

PRINTED AT THE BOMBAY GAZETTE STEAM PRESS, ARMENIAN LANE.

CONTENTS.

	PAGE
Address to Lord Curzon	148-499
Arbitration,—Bill to amend the law relating to	88-293
Arbitration—Committees of	10
Arbitrations submitted to the Chamber	128
Balance Sheet	156-57
Bills of Lading—Ante-dating	19
Bulgaria—Commercial treaty with	144
Cargo boats alongside vessels—Detention of	19
Cargo—Shut out	19
Carriers,—Bill to amend the law relating to	92-304
Certificates of Origin for goods shipped to Spanish Ports ...	119-418
Chairmen and Secretaries of the Chamber	525
China,—Trade and Currency in	139 443
City of Bombay Improvement Bill	81-271
Commission—General rates of	16
Committee for 1899	1
Contract Act,—Bill to amend	93-308
Cotton	129
Cotton Duties and Tariff Acts	108-362
Currency Question	67-206
Death of Mr. John Marshall	151
Deck and Load-Lines Act,—Rules under	150-504
Exchange fixed by the Customs authorities,—Rate of	118
Exhibitions	150
Explosives Act,—Rules under	96-316
Famine Commission	148
Freight (ship) inwards to Bombay	18
Freight (ship) outwards from Bombay	18
German Custom House Tariffs	145-474
German Import duties on Asiatic Silks	145-479
Glanders and Farcy,—Bill to consolidate and amend the law relating to	93-306
Holidays,—Public and Charter-party	2-150
Inland Steam Vessels Act,—Bill to further amend	94-311
Inspection of Vessels leaving Bombay on Sundays	100-343
Joint-Stock Companies	153
Landing Charges at Bombay	28
Legislative Council of the Government of Bombay,—Representation of the Chamber in the	141

PAGE

Legislative Council of the Government of Bombay—Rules for Election of a representative of the Chamber in the 9
Legislative Enactments 152
Legislative Measures 81
Liquid Fuel at Aden,—Depôts for the supply of 146-482
Live Stock Importation Bill 95-313
Matches,—Carriage of, by railway 107-361
Measurement Rules and Regulations 14
Meeting—Annual General 526
Medical Examination of Steamers in Bombay under the provisions of the Venice Sanitary Convention 97-320
Members—Election of 151
Members of the Chamber 1
Merchandise Marks Act 112-390
Municipal Corporation,—Representatives of the Chamber in the 142
Municipal Councillors—Rules for the Election of 8
Nagda-Bara-Muttra Line 103-350
Opening of the Ports of Kwangdang and Belang 144
Opinions and decisions of the Committee on shipping and other matters 123
Petroleum Act,—Regulations under 148
Plague 59-138
Port Dues in Madras 146-486
Port Trust Budget Estimates 150-515
Port Trust Railway,—Proposed branch 74-238
Port Trustees—Rules for the Election of 8
Port Trustees—Election of 142
Ports Act 91-297
Postal delivery in Bombay 137-432
Quarantine 64-134
Railway Extension 101-348
Railway rates 104-355
Rainfall,—Returns of 154
Rules and Regulations of the Chamber 3
Secretary,—Appointment of 151
Sirsa-Kuchamun Road Railway 101-348
Socotra,—Lighthouse on the Island of 145-481
Spirits rendered unfit for human consumption,—Rules respecting the importation of 143
Stamp Act 95
Statement showing the number of miscellaneous packages only, with receipts therefrom, measured during the last twenty-one years 135
Statement showing the total measurement of bales and miscellaneous packages, with receipts, expenditure, &c. 154

PAGE

Statistical Statements 154-534
Surveys and Arbitrations on piece-goods—Rules for 12
Sugar Trade 146-491
Tonnage Scale of Bombay 20-152
Tonnage Scale of Calcutta 33
Tonnage Scale of Cochin 42
Tonnage Scale of Karachi 51
Tonnage Scale of Madras 45
Trade regulations issued by the Spanish Government 145
Treasury Balances 141-449
Treaty of Commerce and Navigation between Great Britain and Japan 121-428
Wheat 134

Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

The Rt. Hon'ble LORD REAY, LL.D., G.C.I.E.
WILLIAM RATHBORNE, Esq.
A. H. CAMPBELL, Esq.
J. M. MACLEAN, Esq., M.P.

Members.

Messrs. ALDRIDGE, SALMON & Co. (Ltd.)
,, BLASCHECK (A.) & Co.
,, BREUL & Co.
,, CRAIGIE, LYNCH AND OWEN.
,, CRAWFORD, BROWN & Co.
,, DAVID (SASSOON J.) & Co.
,, DRENNAN & Co.
,, DUXBURY (J.) & Co. (Ltd.)
,, EWART, LATHAM & Co.
,, FARBENFABRIKEN BAYER & Co. (Ltd.)
,, FINLAY, MUIR & Co.
,, FLEMING, SHAW & Co.
,, FORBES (C. H. B.) & Co.
,, FORBES, FORBES & Co. (Ltd.)
,, FRAMJEE, SONS & Co.
,, GADDUM & Co.
,, GLADE & Co.
,, GRAHAM (W. & A.) & Co.
,, GREAVES, COTTON & Co.
,, KILLICK, NIXON & Co.
,, KERR, TARRUCK & Co.
,, KING, KING & Co.
,, LATHAM, ABERCROMBIE & Co.
,, LATHAM & Co.
,, LYON & Co.
,, MACDONALD (C.) & Co.
,, MACKINNON, MACKENZIE & Co.
,, MOOLJEE JAITHA & Co.
,, MURRAY (WILLIAM) & Co.
,, NARANDAS RAJARAM & Co.
,, OSTERMAYER (M.) & Co.
,, OWEN & OKELL.
,, PAYNE, GILBERT AND SAYANI.
,, PETIT, D. M. SONS & Co.
,, PRIER DESAONE & Co.
,, RALLI BROTHERS.
,, RICHARDSON AND CRUDDAS.
,, RITCHIE, STEUART & Co.
,, ROUGHTON AND BYRNE.
,, RUSTOMJEE (H. J.) & Co.
,, SANDAY & Co.
,, SASSOON (D.) & Co.
,, SASSOON (E. D.) & Co.
,, SCHRODER SMIDT & Co.
Messrs. SHEPHERD & Co.
,, SPINNER (E.) & Co.
,, TATA & SONS.
,, THOMAS COOK AND SON.
,, TURNER, MORRISON & Co.
,, VOLKART BROTHERS.
,, WALLACE & Co.
THE AGRA BANK, LIMITED.
THE AUSTRIAN LLOYD'S S.N. COMPANY.
THE BOMBAY COMPANY, LD.
THE BANK OF BOMBAY.
THE B. B. & C. I. RAILWAY.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE BOMBAY TRAMWAY CO., LD.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE CREDIT LYONNAIS.
THE COMMERCIAL BANK OF INDIA, LD.
THE G. I. P. RAILWAY COMPANY.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE IMPERIAL BANK OF PERSIA.
THE LONDON AND LANCASHIRE FIRE INSURANCE COMPANY, LIMITED.
THE MITSUI BUSSAN KAISHA.
THE MERCANTILE BANK OF INDIA, LD.
THE NATIONAL BANK OF INDIA.
THE NIPPON YUSEN KAISHA.
THE P. & O. S. N. COMPANY.
THE RUBATTINO S. N. COMPANY.
THE SOUTH BRITISH FIRE & MARINE INSURANCE CO. OF NEW ZEALAND.
THE SOUTHERN MAHRATTA RY. CO.
STANDARD OIL COMPANY OF NEW YORK
THE VACUUM OIL COMPANY.
THE YOKOHAMA SPECIE BANK, LD.
JOHN FACHIRI, Esq.
AHMEDBHOY HUBIBBHOY, Esq.
E. SEYMOUR HALE, Esq. (*Attorney and representative of the Publishers' Association, London.*)

RETIRING COMMITTEE.

THE HON. MR. R. H. MACAULAY, *Chairman.*
F. C. MACRAE, Esq., *Deputy Chairman.*
LIEUT.-COL. H. D. OLIVIER, R. E.
C. G. GIRO, Esq.
J. FAIRCLOUGH, Esq.
I. M. SHIELDS, Esq.
A. F. SIMPSON, Esq.
(1) J. M. DICK, Esq.
(2) D. H. GLADE, Esq.

COMMITTEE FOR 1899.

A. ABERCROMBIE, Esq., *Chairman.*
WILLIAM GREAVES, Esq., *Deputy Chairman.*
G. A. BARNETT, Esq., C. I. E.
J. M. DICK, Esq.
C. G. GIRO, Esq.
H. E. E. PROCTER, Esq.
R. G. CURRIE, Esq.
G. H. TOWNSEND, Esq.
H. STAUBER, Esq.

FREDERICK NOEL PATON, Esq., *Secretary.*

(1) Mr. F. W. BICKEL and (2) Mr. C. H. ARMSTRONG, who were elected members of Committee for 1898, resigned during the year, and were succeeded by Mr. J. M. Dick and Mr. D. H. Glade.

PUBLIC HOLIDAYS
FOR THE YEAR 1899.

Sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments Act, 1881":—

New Year	2nd & 3rd January	Monday & Tuesday	2 Days.
Maha Shivaratri	10th March	Friday	1 Day.
Jamshed-i-Naoroz.	21st March	Tuesday	1 ,,
Holi	27th March	Monday	1 ,,
Easter	31st March, 1st & 3rd April	Good-Friday, Saturday, and Monday	3 Days.
Ramnavami	19th April	Wednesday	1 Day.
Mohurrum	20th May	Saturday	1 ,,
Whit Monday	22nd May	Monday	1 ,,
Queen's Birthday	Such day as may be fixed by the Governor-General in Council.		1 ,,
Cocoanut Day	21st August	Monday	1 ,,
Gokul Ashtami	28th August	Monday	1 ,,
Ganesh-Chaturthi	9th September	Saturday	1 ,,
Parsi New Year	13th, 14th and 15th September	Wednesday, Thursday & Friday	3 Days.
Khordadsal	20th September	Wednesday	1 Day.
Dussera	14th October	Saturday	1 ,,
Dewali	2nd, 3rd & 4th Nov.	Thursday, Friday and Saturday	3 Days.
Christmas	23rd, 25th, 26th and 27th December	Saturday, Mon., Tues. and Wednesday	4 Days.
New Year	30th December	Saturday	1 Day.

Note.—Good-Friday, Christmas Day, and the day following New Year's Day are holidays under the Negotiable Instruments Act, but are included in the above list.

HOLIDAYS UNDER CHARTER-PARTIES
FOR THE YEAR 1899.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be Holidays under Charter-Parties for the year 1899 :—

New Year	2nd January	Monday	1 Day.
Holi	27th March	Monday	1 ,,
Ramnavami	19th April	Wednesday	1 ,,
Easter	31st March	Good-Friday	1 ,,
Mohurrum	22nd May	Monday	1 ,,
Queen's Birthday	Such day as may be fixed by the Governor-General in Council.		1 ,,
Cocoanut Day	21st August	Monday	1 ,,
Gokul Ashtami	28th August	Monday	1 ,,
Ganesh-Chaturthi	9th September	Saturday	1 ,,
Parsi New Year	15th September	Friday	1 ,,
Dussera	14th October	Saturday	1 ,,
Dewali	2nd November	Thursday	1 ,,
Christmas	25th December	Monday	1 ,,

By order of the Committee,

FREDERICK NOEL PATON,

Secretary.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted down to the Annual General Meeting of the Chamber held on 3rd February 1897.

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.; the names of candidates with their proposers and seconders to be circulated to Members three clear days before the meeting; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been

regularly called together—one partner representing a firm ; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 20 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members ; and in the event of the elected representative of the Chamber in the Legislative Council of His Excellency the Governor in Council not being a Member of the Committee at the time of his nomination, he shall also be *ex-officio* a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be *ex-officio* a Member of Committee during his term of office.
2. A separate ballot for the election of Chairman and Deputy Chairman shall take place annually on different days, between the 1st and 20th of December in each year, as may be fixed by the then sitting Committee : the election of Chairman shall take place first. The new Committee shall take office on the 1st of January in each year, and con-

tinue to act until the 31st December following. Should any delay take place in the election of the new Committee, the retiring Committee shall hold office until the new Committee is formed.

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two members of one Firm shall not be on the Committee at the same time.

5. No Member of the Chamber shall give more than one vote for a candidate.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, seven clear days before the election takes place.

7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.

8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

9. The retiring Committee shall appoint two Scrutineers, who, at 6 P.M. on the second day of each ballot, shall open the box and declare the result.

10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with

the newly elected Chairman and Deputy Chairman ; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney ; the officers in charge of Banking and Shipping establishments ; the representatives of Railways and Joint Stock Companies ; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber ; and their proceedings shall be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of January, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.

4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.

5. The Committee shall appoint two scrutineers who, at 6 P.M. on the second day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the Members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act III. of 1888, shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint two scrutineers who, at 6 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of Making Laws and Regulations, under Section 1 (4) *of the Indian Councils Act*, 1892, *for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March* 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney; the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot-box which shall be placed in the Chamber from 10 a.m. to 6 p.m. of the appointed day.

(6) Two scrutineers appointed by the Committee shall open the ballot-box at 6 p.m. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected; but in the event of an equality of votes for two or more nominees, the Members of the Chamber shall vote afresh in the manner above laid down.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

The following addition to the regulations for Committees of Arbitration was passed at the Annual General Meeting of the Chamber held on 18th January 1891 :—

In the event of both parties to a dispute wishing to refer the matter to the settlement of the Chamber without, in the first instance, appointing a surveyor on either side, the Committee may undertake to deal with such disputes provided both parties agree to abide by the Chamber's decision. The fee in such cases shall be Rs. 20, of which Rs. 15 shall be paid to the arbitrator and the balance to the General Funds of the Chamber.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Damodher Gokuldas, of Messrs. Morarji Gokuldas & Co.
„ Mowji Premjee Toolsidas, of Premji Toolsidas, Esq.
„ Purshotam Cooverjee, of Tricamdas Purshotam, Esq.
„ Ramjee Lakhmidas.
„ Hemraj Canji.
„ Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee Sons & Co.
„ Canjee Dharamsey, of Kalidas Dharamsey, Esq.
„ Ruttonsey Damodher, of Megjee Hemraj, Esq.
„ Dharamsey Kallidas, of Ranchod Kallidas, Esq.
„ Purshotam Govindjee.
„ Burjorjee Cawasjee, of Cawasjee Temuljee, Esq.
„ Jivram Vishanjee, of Jagjeewan Govindjee, Esq.
„ Rowjee Naranjee, of Ruttonsey Canjee, Esq.
„ Liladhur Jeyram Naranji, of Messrs. Vishram Mowji & Co.
„ Narandas Thakersey Moolji, of Messrs. Thakersey Moolji Sons & Co.
„ Madhowjee Thakersey.
„ Laljee Jivraj, of Ghella Dayal, Esq.
„ Vishanjee Purshotam, of Megji Govind, Esq.
„ Jadowjee Jagjeewan, of Jagjeewan Hemraj, Esq.
„ Purshotam Govindjee, of Damodher Haridas, Esq.
„ Chaturbhoj Shivjee, of Gokuldas Shivjee, Esq.
„ Purshotam Naranjee.
„ Vithaldas Khetsey, of Purshotam Lakhmidas, Esq.
„ Mathradas Mowjee, of Gokuldas Morarji, Esq.
„ Jivandas Tricumdas.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. H. E. E. Procter, of Messrs. Killick, Nixon & Co.
„ C. H. Armstrong, of Messrs. Lyon & Co.
„ M. F. Reid, Bombay Company, Limited.
„ J. Fairclough, of Messrs. Finlay, Muir & Co.
„ M. Ostermayer, of Messrs. M. Ostermayer & Co.
„ R. R. Owen, of Messrs. Owen & Okell.
„ W. G. Mayhew, of Messrs. Forbes, Forbes & Co., Ld.
„ H. O. Coates, of Messrs. J. Duxbury & Co., Ld.
„ Paul Masotti, of Messrs. A. Blascheck & Co.
„ L. B. Ker, of Messrs. Ritchie, Steuart & Co.
„ A. Abercrombie, of Messrs. Latham, Abercrombie & Co.
„ H. Holmes, of Messrs. Latham, Abercrombie & Co.
„ T. Sharples, of Messrs. Kerr, Tarruck & Co.
„ A. H. Hammond, of Messrs. Greaves, Cotton & Co.
„ O. Schillizi, of Messrs. Ralli Brothers.
„ J. Brandenburg, of Messrs. E. Spinner & Co.
„ J. W. Brown, of Messrs. C. Macdonald & Co.
„ F. W. Shaw, of Messrs. Fleming, Shaw & Co.
„ John Pollard, of Messrs. Fleming, Shaw & Co.
„ E. F. Allum, of Messrs. Aldridge, Salmon & Co., Ld.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber's stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be restamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of measurement,	The name of the ship or steamer
The number of the boat,	The number of bales,
The name of the tindal.	The marks of the bales.
The name of the shipper.	The measurement.

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall be void, and the bales shall be re-measured on board, written notice, however, in such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance on amount insured	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium, and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost.	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals...	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	⅛
14.	On effecting remittances by Bills of Exchange	⅛
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per Cent.
23.	On bills of exchange returned, noted or protested	½
24.	On granting and cashing letters of credit	1
25.	On depositing Government paper as security for constituents.	½

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27.	On procuring freight	2½
	"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."	
	Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	
28.	On collecting freight	2½
29.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
30.	On shipping goods of every description on which no commission for the purchase has been charged	1
31.	On shipping treasure, bullion, and jewellery	⅛
32.	On ship's disbursements when not in funds	1
33.	On account of passage-money, whether the same passes through the Agent's hands or not	5
34.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
35.	On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
36.	On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ...	1
	If Opium, Indigo, Raw Silk or Silk Goods	½
	If Treasure, Precious Stones, or Jewellery	¼
37.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.

PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.

PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888 :—"That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTI-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of ante-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January, 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July, 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously :—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

AT the General Meeting of the Bombay Chamber of Commerce, held on 22nd July, 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

AT a General Meeting of the Bombay Chamber of Commerce, held on 20th of July, 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead-weight.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	.....	16 cwt.
Alum, in bags	16 cwt.	...	20 cwt.
Annato, in cases	40 feet.	...	50 feet.
Apparel	40 feet.	...	50 feet.
Arrowroot, in cases ...	40 feet.	...	50 feet.
Assafœtida, in cases ...	40 feet.	...	50 feet.
Bajree, in bags	16 cwt.	18 cwt.	20 cwt.
Barilla	16 cwt.	...	20 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Barley, in bags	...	15 cwt.	...
* Bran, in bags (pressed) ...	...	10 „	...
Do. do. (unpressed)...	...	9 „	...
Bees' Wax, in cases ...	40 feet.	...	50 feet.
Betelnut, in bags	13 cwt.	...	16 cwt.
Blackwood, in straight square logs	40 feet.	...	50 feet.
Do. otherwise ...	16 cwt.	...	20 cwt.
Bone-meal and bone-dust ...	...	20 cwt.	20 cwt.
Bone-meal, in bags, (in accordance with the average quality of which a standard is preserved by the Chamber)	...	20 cwt.	...
Bones, crushed, in bags ...	...	...	...
Do. loose	...	...	...
Books	40 feet.	...	50 feet.
Borax, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Buffalo horns, in bundles ...	...	6 cwt.	8 cwt.
Bullion	per cent.	...	per cent.
Camphor, in cases... ...	40 feet.	...	50 feet.
Canes, Rattans, in bundles ...	13 cwt.	...	16 cwt.
Cardamoms, in bundles ...	40 feet.	...	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	...	50 feet.
Chasum	8 cwt.	...	10 cwt.
China Root, in cases ...	40 feet.	...	50 feet.
Cigars	40 feet.	...	50 feet.
Cinnamon, in bales ...	...	...	6 cwt.
Do. in cases ...	40 feet.	...	50 feet.

*Note.—Pressed Bran to be understood as not less than maunds (of 28 lbs.) in a bag of 45½×25 inches.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Cloves, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	8 cwt.	...	10 cwt.
Coals	...	...	20 cwt.
Cocoa, in bags	10 cwt.	...	12 cwt.
Coculus Indicus, in bags ...	13 cwt.	...	16 cwt.
Coffee, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	12 cwt.	14 cwt.	16 cwt.
Coir, in bales	40 feet.	...	50 feet.
Do. in bundles or loose ...	5 cwt.	...	6 cwt.
Do. Rope, in coils	40 feet.	...	8 cwt.
Colocynth, in cases	40 feet.	...	50 feet.
Colombo Root, in bags ...	8 cwt.	...	14 cwt.
Copra, in robbins	8 cwt.	8 cwt.	12 cwt.
Do. in bags	...	...	12 cwt.
Cut Copra, in bags	...	11 cwt.	...
Coral, Rough (not specimen), in bags	16 cwt.	...	20 cwt.
Cotton Seed	...	13 cwt.	...
Cotton Seed (cleaned) in bags.	...	15 cwt.	...
Cotton, in bales	40 feet.	...	50 feet.
Cowries, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Cubebs	10 cwt	...	12 cwt.
Cummin Seed, in cases ...	40 feet.	...	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	13 cwt.	...	16 cwt.
Dates, wet	16 cwt.	...	20 cwt.
Do. dry	13 cwt.	...	16 cwt.
Dhall, crushed, in bags ...	...	17 cwt.	...
Dragon's Blood, in cases ...	40 feet.	...	50 feet.
Ebony, square and straight...	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Ebony, otherwise	16 cwt.	...	20 cwt.
Elephants' Teeth, in cases ..	40 feet.	...	50 feet.
Do. in bundles.	14 cwt.	...	18 cwt.
Do. loose ...	16 cwt.	...	20 cwt.
Fennel Seed	...	10 cwt.	...
Fenugreek or Methey Seed ..	...	17 cwt.	...
Flour, in bags	...	18 cwt.	...
Flour, middlings, or sharps, in bags	...	12 cwt.	...
Furniture	40 feet.	...	50 feet.
Galingals	10 cwt.	...	12 cwt.
Galls, in bags	13 cwt.	...	16 cwt.
Do. in cases	40 feet.	...	50 feet.
Ginger, dry, in cases	40 feet.	...	50 feet.
Do. in bags	10 cwt.	...	12 cwt.
Gram, in bags	15 cwt.	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	...	16 cwt.
Do. unshelled ...	...	6 cwt.	8 cwt.
Gums, of all kinds, in cases...	40 feet.	...	50 feet.
Gum Olibanum, in bags ...	13 cwt.	...	16 cwt.
Gum (Persian) in double bags Gum (Arabic) „ „ „	...	17 cwt.	...
Hurtall, in cases	40 feet.	...	50 feet.
Hemp, in screwed bales ...	40 feet.	...	50 feet.
Do. loose or in bundles ..	5 cwt.	...	7 cwt.
Hides&Skins, in screwed bales	40 feet.	...	50 feet.
Do. loose & in small bundles	40 feet.	...	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	...	16 cwt.
Do. Deer, loose	6 cwt.	...	8 cwt.
Horn Tips, of any kind ...	13 cwt.	...	16 cwt.
Indigo, in cases	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Iron, old	...	20 cwt.	20 cwt.
Iron Rails...	...	20 cwt.	20 cwt.
Jackwood	40 feet.	...	50 feet.
Jowaree, in bags	16 cwt.	18 cwt.	20 cwt.
Lac Dye, in shells or cases ...	40 feet.	...	50 feet.
Lang, in bags	16 cwt.	18 cwt.	20 cwt.
Do. crushed, in bags ...	...	17 cwt.	...
Linseed, in bags...	16 cwt.	...	18 cwt.
Mace, in cases	40 feet.	...	50 feet.
Maize, in bags	...	16 cwt.	...
Mother-o'-Pearl, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	16 cwt.	...	20 cwt.
Mowra Flowers	16 cwt.	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	...	16 cwt.
Munjeet or Madder Root, in cases or bales...	40 feet.	...	50 feet.
Do. in bundles or bags...	8 cwt.	...	12 cwt.
Musk, in cases	40 feet.	...	50 feet.
Mussor, in bags...	16 cwt.	20 cwt.	20 cwt.
Myrabolams, in bags	13 cwt.	...	16 cwt.
Niger Seed	14 cwt.	...	17 cwt.
Nutmegs, in cases	40 feet.	...	50 feet.
Nux Vomica, in cases... ...	40 feet.	...	50 feet.
Do. in bags	13 cwt.	...	16 cwt.
Oil, of any kind, in casks ...	40 feet.	...	210 Im. gals.
Oil Seeds—			
Castor Seed, known as Bold Cawnpore description	...	10 cwt.	17 cwt.
Castor Seed, other sorts...	...	13 cwt.	17 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.	To the Ton.
Teel or Gingelly Seed ...	14 cwt.	15 cwt.	...
Rape Seed	14 cwt.	16 cwt.	...
Mustard Seed	14 cwt.	16 cwt.	...
Opium	per chest.	...	per chest.
Paddy, in bags	13 cwt.	...	16 cwt.
Pepper, in bags	13 cwt.	...	16 cwt.
Pimento	12 cwt.	...	14 cwt.
Plumbago, in bags	16 cwt.	...	20 cwt.
Pollards, in bags	...	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1½ ,,)	13 cwt.	...	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1¼ ,,)	14 cwt.	...	17 cwt.
Rattans, in bundles ...	13 cwt.	...	16 cwt.
Do. Ground	13 cwt.	...	16 cwt.
Red Wood	13 cwt.	...	16 cwt.
Rhubarb, in cases... ...	40 feet.	...	50 cwt.
Rice, in bags	16 cwt.	18 cwt.	20 cwt.
Safflower, in cases... ...	40 feet.	...	50 feet.
Do. in screwed bales	40 feet.	...	50 feet.
Do. in bags	8 cwt.	...	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags ...	...	13 cwt.	...
Sago, in cases	40 feet.	...	50 feet.
Sal Ammoniac, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	15 cwt.	...	18 cwt.
Salt	...	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	16 cwt.	20 cwt.	20 cwt.
Sandal and Sapan Wood ...	11 cwt.	...	16 cwt.
Sealing Wax, in cases ...	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Senna, in bags	5 cwt.	...	6 cwt.
Do. in bales	40 feet.	...	50 feet.
Shells, Rough, in bags ...	16 cwt.	...	20 cwt.
Silk, in bales	8 cwt.	...	10 cwt.
Do. in cases	40 feet.	...	50 feet.
Soap, in cases	40 feet.	...	50 feet.
Sugar, in double bags ...	...	19 cwt.	20 cwt.
Tale	16 cwt.	...	20 cwt.
Tallow	40 feet.	...	50 feet.
Tamarinds	15 cwt.	...	18 cwt.
Tea, in chests	40 feet.	...	50 feet.
Timber, Teak: Square Planks and Poon ...	40 feet.	...	50 feet.
Do. Round, one-fifth off ...	...	...	...
Tobacco, in bales	40 feet.	...	50 feet.
Tortoise Shells, in chests ...	40 feet.	...	50 feet.
Turmeric, in bags	11 cwt.	...	13 cwt.
Tutenague...	16 cwt.	...	20 cwt.
Unrated Wood	11 cwt.	...	14 cwt.
Weed Seed (in bags)	...	10 cwt.	...
Whanghees (*vide* Canes) ...	13 cwt.	...	16 cwt.
Wheat	16 cwt.	18 cwt.	20 cwt.
Wines and Spirits, in casks...	40 feet.	...	50 feet.
Do. in cases...	40 feet.	...	50 feet.
Wool, in screwed bales ...	40 feet.	...	50 feet.
Zedoary	16 cwt.	...	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES.

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fee.]

ARTICLES.	How Charged.	Rs.	a.	p.
Almonds	Bag.	0	1	0
Alum	Ton.	1	4	0
Arowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas	Bale.	0	5	0
Cardamoms	Bag.	0	2	0
Do.	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0

ARTICLES.	How Charged.	Rs.	a.	p.
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement...	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies...	Bag.	0	1	0
Cheroots	In cases of 10,000	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)...	Ton.	0	12	0
Do. (on the North of the P.& O. Co.'s Dock)...	Do.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0
Copper and Yellow Metal (in Cases) ...	Ton.	1	12	0
Do. do. (in Cakes or Slabs)...	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper ...	Ton.	1	12	0
Cotton, Full-pressed Bales	Bale.	0	5	0
Do. (Unpressed) in Docras and Half-pressed Bales	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags)	Cwt.	0	1	0
Do. wet (in Mats or Bags)... ...	Do.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag. ...	0	4	0
Flax	Bale.	0	5	0

ARTICLES.	How Charged.	Rs.	a.	p.
Flour	Ton.	1	12	0
Fruits, dried (in Bags, &c.)	Cwt.	0	1	0
Ghee...	Dubber.	0	4	0
Ginger, dried	Case or Bag.	0	3	0
Glass, Window	Case.	0	2	0
Grain of all sorts	Bag.	0	1	0
Groundnuts	Do.	0	1	0
Gum (in Bags)	Cwt.	0	1	0
Gunny Bags	Bale.	0	6	0
Do. Bundles (Bundle of 50) ...	Bundle.	0	1	0
Haberdashery and Millinery ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Hardware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Hides (in pressed Bales)	Cwt.	0	1	0
Indigo	Case.	0	6	0
Ironmongery (with cranage)... ...	Ton.	1	12	0
Do. (without do.)... ...	Do.	1	4	0
Iron (Loose and in Bundles)... ...	Do.	1	4	0
Do. Pig	Do.	1	0	0
Jaghery	Bag.	0	1	0
Jute	Bale.	0	5	0
Lashings	Do.	0	5	0
Lead Sheets	Ton.	1	12	0
Lead, Pig	Do.	0	4	0
Mace...	Case	0	3	0
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1	12	0
Marble Slabs	Do.	2	0	0
Matches	Case.	0	5	0
Mats of sorts...	Cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Medicine	Case.	0	5	0
Millinery and Haberdashery	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases)	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores...	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)...	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0
Pianos	Each.	5	0	0
Piece Goods from Europe	Bale or Case.	0	5	0
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Red Lead	Ton.	1	12	0
Rice	Bag not exceeding 1½ Cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron	Case.	0	5	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Do.	0	1	0
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags ...	Cwt.	0	1	0
Shellac	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0

ARTICLES.	How Charged.	Rs.	a.	p.
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)...	Ton.	1	4	0
Sugar	Bag not exceeding 1½ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
*Tiles (Roofing and Flooring)	Ton.	1	4	0
Timber, Logs and Squares	Ton of 50 C. Feet.	1	4	0
Do. Scantlings, Shingles, &c. ...	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case.	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors...	Hogshead.	0	10	0
Wine and other Liquors	Quarter-Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed	Bora.	0	8	0
Yellow Metal and Copper (in Cases)...	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs)...	Do.	1	6	0

* Sanctioned at the Annual General Meeting of the Chamber held on 13th January, 1886.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE AND MEASUREMENT RULES FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in ditto	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Assafœtida in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags	8	.....
Bees' Wax	20 gross.	
Barilla	20	.....
Betel-nut...	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Cardamoms, in boxes	.....	50
Cassia, in boxes	.....	50
„ bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....
China Root, in bags	11	.....
„ boxes	.....	50

TONNAGE SCHEDULE AND MEASUREMENT RULES FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags...	8	.....
,, boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
,, casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	50
Cowries	20	.....
Cummin Seed	8	.....
,, Black	8	.....
Cutch, in bags	18	.....
Cutch, in cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
,, dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....

BRANCH OF THE ASIATIC SOCIETY

TONNAGE SCHEDULE AND MEASUREMENT RULES FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Gram	20	.....
Gums, in cases	.....	50.
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2240 lbs. gross.
Gunjah	.....	50
Hemp	5 bales not exceeding.	52
Hides, Buffalo or Cow, cured	14 gross	
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India Rubber, in bags	16	.....
,, cases	.....	50
Indigo	.....	50
Iron	20	.....
Jute	5 bales not exceeding.	52
Jute Cuttings	5 bales not exceeding.	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....
Myrabolams	16	.....
Molasses	2 puncheons or 4 hhds.	
Mother-o'-Pearl, in bags	20	.....
,, chests...	20	.....
Mowrah Flowers	20 cwt.	
Mowrah Seed	20 cwt.	

TONNAGE SCHEDULE AND MEASUREMENT RULES FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks...	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil in cases	.....	50
,, casks	4 hhds.	
Oil-Seed Cake	20	.....
Opium	per chest.	
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
,, Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....
Rattans, for dunnage	20	.....
Red Wood, ditto	20	.....
Rhea	5 bales not exceeding 20	52
Rice	.....	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons	or 4 hhds.
Safflower...	5 bales not exceeding	52

TONNAGE SCHEDULE AND MEASUREMENT RULES FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
Sal-ammoniac, in boxes	20 gross.	
Saltpetre...	20	.....
Salt	20	.....
Sapan Wood, for dunnage	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shell-lac, in cases	.....	50
„ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-Goods	.....	50
Skins	14 gross.	
Soap, country, in cases	.....	50
„ bags	15	.....
„ bar	20	.....
Stick Lac, in cases	.....	50
„ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarinds, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50

TONNAGE SCHEDULE AND MEASUREMENT RULES FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Teel Seed	20	.....
Timber, round	.....	40
„ squared	.....	50
Tincal	20	.....
Tobacco, in bales	5 bales not exceeding	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*": Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892—with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2s. per rupee. ½ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent.... ... 2½ per cent.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived ... ... 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales... ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... 2½ „

16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... 2½ „

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains, or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... 5 „

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ „

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... 2½ to 5 „
If Opium, Indigo, Raw Silk or Silk Piece Goods ... ... 1½ to 2½ „
If Treasure, Precious Stones or Jewellery ¾ to 1 „

22. On effecting Insurances, whether on lives or property ... ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... ... 2½ per cent

24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 „

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ „
Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters of Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission, amounting to 5 per cent., has been charged ... ... ½ „

☞ *Brokerage when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Bees' Wax	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Betel Nut	Do. or Mats	16 do. „
Blackwood	In square Logs	50 Cubic feet
Blackwood otherwise ...	Do. do.	20 Cwts. Nett
Bone Meal	Bags	20 do. „
Cardamoms	Robbins	10 do. „
Ditto	Bags	10 do. „
Ditto	Cases	50 Cubic feet
Cassia	Bales	800 lbs. Nett } 50 Cubic feet
Cinnamon	Do.	800 „ „ }
Ditto	Cases	50 Cubic feet
Citronella Oil..	Cases, Drums or Tanks ...	50 Cubic feet
Cocoanut Oil...	Casks	210 Imp. Gal. of 9½ lbs. Nett
Coculus Indicus	Robbins	14 Cwts. Nett
Ditto	Bags	16 do. „
Coffee	Casks	16 do. „
Ditto	Bags	18 do. „
Ditto	Cases	50 Cubic feet
Coir Yarn and Fibre ...	Pressed Bales	50 do. „
Ditto	Bundles	8 Cwts. Nett
Ditto	Dholls not exceeding 4 lbs.	10 do. „
Coir Matting...	Rolls	50 Cubic feet ; ¼ allowed off for the round
Coir Rope	Coils	8 Cwts. Nett
Coir Junk	Pieces	12 do. „
Copprah	Robbins	10 do. „
Ditto	In Pressed Bales	50 Cubic feet
Ditto	Bulk	12 Cwts. Nett
Ditto	Bags	12 do. „

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Copprah	Bags each cup cut in 4 pieces	14 Cwts. Nett.
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts. Nett
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets	16 Cwts. Nett unscrewed
Cinchona	Bales	50 Cubic feet
Elephants' Teeth	Cases	50 do. „
Ditto	Bundles	18 Cwts. Nett
Ditto	Loose	20 do. „
Fish Oil...	Casks	210 Imp. Gal. of 9½ lbs. Nett.
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Nett
Ditto	Casks	8 do. „
Gingelly Seed	Bags	20 do. „
Gums of all kinds	Cases	50 Cubic feet
Hemp	Screwed Bales	50 do. „
Hides	Unpressed	12 Cwts. Nett
Ditto Green	Do.	20 do. „
Ditto Dry	Bales	50 Cubic feet
Horns, Buffalo and Cow..	Loose	16 Cwts. Nett
Ditto Deer	Do.	12 do. „
Lemon Grass Oil	Cases, Drums or Tanks ...	50 Cubic feet
Linseed	Bags	18 Cwts. Nett
Mica	Cases	50 Cubic feet
Myrabolams	Bags	16 Cwt. Nett
Nux Vomica...	Robbins	14 do. „
Ditto	Bags	16 do. „
Nutmegs	Cases	50 Cubic feet
Oil Seeds	Bags	17 Cwts. Nett
Other Oils	Tanks, Cases or Drums ...	50 Cubic feet
Pepper...	Bags	16 Cwts. Nett
Ditto	Robbins	14 do. „
Plumbago	Bags or Barrels	20 do. „

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Poonac...	Bundles or bales	20 Cwts. Nett
Rice	Bags	20 do. „
Saltpetre	Do.	20 do. „
Sandal and Sapan Wood.	.. ..	13 do. „
Sandalwood Roots... ...	Do. or Bundles	13 do. „
Ditto	Loose	13 do. „
Sugar	Bags	20 do. „
Tallow	Casks and Cases	18 do. „
Tea	Chests	50 Cubic feet
Timber (all kinds) square logs or Planks	... ...	50 do. „
Ditto Round logs ...	... ...	50 do. „
Ditto otherwise... ...	... ...	20 Cwts. Nett
Turmeric	Bags	14 do. „
Wheat	Do.	20 do. „
Ditto	Mooras	18 do. „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lb. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes...	20	.....
Alum	20	.....
Aniseed	8	.....
Arrowroot, in cases	.....	50
Assafœtida, in bags	20	.....
Do. in boxes...	20	.....
Apparel	.....	50
Bark, in bags		.....
Barrilla	20	.....
Bees' Wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal...	20	.....
Do. in cases	.....	50
Brimstone	20	.....
Bullion	at per	cent.
Cake Lac, in Bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes...	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....
Do. in robbins	14	.....
China root, in bags	11	.....
Do. in boxes	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton	Cubic Feet per Ton.
Chiretta	.....	50
Cigars	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal...	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre screwed bales ..	.....	50
Do. in bundles and dholls	10	.....
Coriander Seeds	12	.....
Cotton, in bales	.....	50
Do. in Piece-Goods	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	16	.....
Do. in cases...	.....	50
Fenugreek Seeds	16	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts in shell	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton	Cubic Feet per Ton.
Ground Nuts shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales	.....	50
Lac Dye...	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....
Metals	20	.....
Myrabolams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton	Cubic Feet per Ton.
Oil, in casks	210 Imperial Gallons.	
Olibanum	18	.....
Paddy, in bags	15	.....
Pease	20	.....
Paper, in bags	16	.....
Planks and Deals	.....	50
Poppy Seeds	15	.....
Putchuck	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles ...	14	.....
Do. coir, in coils...	10	.....
Rum, in casks	210 Imperial Gallons.	
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50

TONNAGE SCALE.—*contd.*

ARTICLES.	Cwt. per Ton	Cubic Feet per Ton.
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales...	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece Goods	.....	50
Skins	.....	50
Soap, country in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery in bags ...	20	.....
Tallow, cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.. ...	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoiseshell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, moiety to be chosen by the shipper and moiety by the ship ; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one half to be borne by each party. All other goods to be measured at port of discharge.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

J. A. BOYSON,

Chairman of the Chamber of Commerce

MADRAS, 14*th February*, 1890.

KURRACHEE CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight, except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the net weight delivered.

5. When cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 ,,
Annato, in cases	40 feet.	50 feet.
Apparel	40 ,,	50 ,,
Arrowroot, in cases	40 ,,	50 ,,
Assafœtida, in cases	40 ,,	50 ,,
Bajree, in bags...	18 cwt.	20 cwt.
Barilla	16 ,,	20 ,,
Barley, in bags...	15 ,,	18 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone meal and Bone dust	20 ,,	20 ,,
Bones, crushed, in Bags	15 ,,	20 ,,
Bones, loose	8 ,,	10 ,,
Books	40 feet.	50 feet.
Borax, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
*Bran, in bags (pressed)	10 ,,	.....
Bran, in bags (unpressed)	9 ,,	.....
Buffalo horns, in bundles	6 ,,	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds... ...	40 ,,	50 ,,
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 ,,	50 ,,
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 ,,	50 ,,
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	20 ,,	20 ,,
Cocoa, in bags	10 ,,	12 ,,
Coculus Indicus, in bags	13 ,,	16 ,,

* NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½ × 25 inches.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in cases...	40 feet.	50 feet.
Do. in bags or frazils	12 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 ,,
Colocynth, in cases	40 ,,	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robins	8 ,,	12 ,,
Do. in bags	.....	12 ,,
Do. cut in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 ,,	20 cwt.
Cotton Seed	13 ,,	14 ,,
Do. in bales...	40 feet.	50 feet
Cowries, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 ,,	12 ,,
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed	13 cwt.	16 cwt.
Dates, wet	16 ,,	20 ,,
Do. dry	13 ,,	16 ,,
Dhall, crushed or split, in bags	17 ,,	20 ,,
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 ,,	50 ,,
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases...	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt
Do. loose	16 ,,	20 ,,
Fennel Seed	10 ,,	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in case... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ...	12 ,,	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 ,,	16 ,,
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 ,,	15 cwt.
Ginger, dry, in cases...	40 ,,	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 ,,	20 ,,
Groundnuts, shelled	13 ,,	16 ,,
Do. unshelled	6 ,,	8 ,,
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 ,,	50 ,,
Do. loose or in bundles	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose and in small bundles	40 ,,	12 cwt.
Horns, Buffallo and Cow, loose ...	13 cwt.	16 ,,
Do. Deer, loose	6 ,,	8 ,,
Horn Tips, of any kind, and hoofs ...	13 ,,	16 ,,
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel rails	20 ,,	.....
Jackwood	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jaggery	18 cwt.	.....
Jowaree, in bags.	18 „	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed), in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in case	40 feet.	50 feet.
Maize, in bags	16 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. in bundles or bags...	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabolams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags...	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Impl. gls.
Oilcake in cakes or lumps (in bags) ...	16 cwt.	.....
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Rape Seed, Sita, Jamba and other kinds	16 cwt.	.....
Mustard Seed	16 ,,	.....
Khorassan	16 ,,	.....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 ,,	16 ,,
Pimento	12 ,,	14 ,,
Plumbago, in bags	16 ,,	20 ,,
Poppy Seed in single bags (1½ cwt.)	13 ,,	16 ,,
Do. do. (1¼ cwt.)	14 ,,	17 ,,
Do. double bags (1¼ cwt.)	14 ,,	17 ,,
Do. in bags (1½ cwt.)	14 ,,	17 ,,
Rails, iron or steel	20 ,,	.....
Rattans, in bundles	13 ,,	16 cwt.
Do. Ground	13 ,,	16 ,,
Red Wood	13 ,,	16 ,,
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 ,,	50 ,,
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 ,,	50 ,,
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82 2/7 lbs.	28 Indian maunds of 82 2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 ,,	20 ,,
Sandal and Sapan Wood	11 ,,	16 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales...	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 ,,	10 ,,
Silk, in cases	40 feet.	50 feet.
Soap, in cases	40 ,,	50 ,,
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 ,,	20 ,,
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 ,,	10 ,,
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 ,,	50 feet.
Timber, Teak, Square Planks and Poon.	40 ,,	50 ,,
Timber, Teak, Round, (one fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 ,,	50 ,,
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 ,,	20 ,,
Unrated Wood...	11 ,,	14 ,,
Whanghees (*vide* canes)	13 ,,	16 ,,
Wheat	18 ,,	20 ,,
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 ,,	50 ,,
Wool, in screwed bales	40 ,,	50 ,,
Zedory	16 cwt.	20 cwt.

CUSTOM OF THE PORT.

Customary discharge of Cargo from Steamers.

Resolution passed at the Annual General Meeting of the Chamber on 8th May 1898.

That the following alteration in the ruling of the Chamber as to what constitutes a customary day's work for steamers discharging at this port, be made, *viz.* :—

	Fair Season.	Monsoon Season.
For steamers discharging in the stream,		
4 hatches, per working day...	225 Tons.	200 Tons.
5 Do. do.	275 ,,	250 ,,
	Any time of the year.	
For steamers discharging at the Wharves,		
4 hatches, per working day... ...	350 Tons.	
5 Do. do.	400 ,,	

FREIGHT INWARDS.

Payable in Karachi.

The conversion into Indian Currency of Sterling freight inward to Karachi, payable in Karachi, shall unless otherwise stipulated be made at the rate for Bank Bills on London payable on demand ; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

Payable in Karachi.

Resolution passed at a General Meeting of the Chamber on 20th June 1895.

That difference of freight outward from Karachi stated in sterling payable in Karachi (in absence of any stipulation on the Shipping Order or Charter Party to the contrary) shall be converted into Indian currency at the rate for Bank Bills on London payable on demand ; and that the rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated, 4½ per cent. as customary in the case of sailing ships, and 2¼ for Steamers, being allowed as discount to cover cost of insurance and interest, until the due date of the Freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows :—

That shut-out goods be in future charged half import and half export fees under the provisions of Rules 3 and 4 published under the Wharfage Fees Act III. of 1879.

ANNUAL REPORT.

THE Committee have the honour to submit, for the information of members, the usual annual report upon the matters of leading interest which have been discussed and dealt with during their period of office, accompanied by an audited statement of the affairs and funds of the Chamber for the year ending 31st December 1898.

THE PLAGUE.

It will be in the recollection of members that at the Annual General Meeting of the Chamber held on 9th February it was resolved "that in view of the demonstrated failure of all existing measures to prevent a calamitous recrudescence of the plague in this city, and in view of the statistical evidence in support of the protection against the disease conferred by inoculation with Professor Haffkine's prophylactic serum, this Chamber, deeply deploring the immense injury to trade resulting from the continuance of plague in Bombay, and earnestly desirous that every available means of expelling it should be employed, is of opinion that Government should encourage and offer every facility to the people to resort to inoculation, and that with that end in view Government should ask the Plague Committee to exempt from segregation or detention persons who can produce satisfactory evidence of having been inoculated within an antecedent period of four months." This resolution was in due course communicated to the Bombay Government, and on 28th March the Hon'ble Mr. A. Wingate, C.I.E., I.C.S., Secretary to Government, General Department (Plague), in acknowledg-

ing receipt of the Chamber's communication embodying the resolution stated that the attitude of Government towards inoculation had been fully explained in the answer to a question put at the meeting of the Legislative Council on the 14th Februry last to the effect that Government were then advised that inoculation was still in its experimental stage, that the results of the experiments were encouraging, and that whilst Government were anxious to afford all facilities in their power to persons who desire to have recourse to inoculation as a measure of protection, it must be clearly understood that such ection was to be absolutely voluntary. To this declaration Government stated they must firmly adhere. It was added, however, that Government saw no objection to the Plague Committee exempting from compulsory removal or detention any persons who could give indisputable proof of having been successfully inoculated by specially selected officers within the preceding four months, but before the last preceding ten days, provided the premises and effects, including personal clothing of such persons, were properly disinfected.

Towards the end of August 1898 the Committee placed before Government their views on the subject of the measures to be adopted in the event of a serious outbreak of plague recurring in Bombay. For some weeks previously it had been apparent from the health returns that the attacks of and mortality from plague had been steadily increasing, and in view of a possible recrudescence during the cold weather, the Committee considered that the preventive measures to be adopted in such event should receive the careful consideration of Government. The Committee strongly advocated the removal of all restrictions on departures from the city, except the continuance of a thorough medical inspection at such points as might be decided

upon. No measure, the Committee pointed out, either of medical inspection or of quarantine, was likely to be absolutely effective in preventing the spread of the disease; but medical inspection, while it did not entail any serious hardship on those who had to undergo it, would probably be beneficial both as leading to the detection of cases and in a still greater degree in preventing the sick from travelling. It was not suggested that any class should be free from examination, but there was no doubt that the disease was to a great extent confined to the poorer and less nourished classes of population, and this pointed to the advisability of a more close inspection of the 3rd class than of the 1st and 2nd class passengers. With regard to immigrants into Bombay, it seemed to the Committee that the measures to be adopted must of necessity depend very much on circumstances, such as the prevalence of the disease in Bombay itself and in other places, but the Chamber strongly advocated that in no case should land quarantine be imposed on the healthy, and that the measures should be limited to a medical inspection of arrival and the segregation or detention under observation of infected or suspicious cases. The medical inspection at least of the labouring and poorer classes arriving by road would no doubt be a necessary adjunct to the inspection of arrivals by rail, and it would be an advantage also if measures could be taken to check an influx of the vagrant as distinguished from the labouring classes. The Committee attached considerable importance to the points of inspection for travellers whether leaving or entering Bombay being fixed not nearer to the city than the outside limits of the island of Salsette in order that the inhabitants in Bombay might be able to live outside the city and travel to and from their business without being harassed in any way. It was believed that if this concession were granted and if arrangements could be

made for adequate police protection and for a good water-supply at suitable places on the island of Salsette, the effect would be that many natives of the better class would take up their residence in Salsette and continue to attend to their business in Bombay, who would otherwise go up-country in the event of any serious outbreak of plague. Respecting the preventive measures which should be adopted in the city itself, it was pointed out that there were no doubt cases in which the removal of plague patients to hospitals reduced the chance of recovery, and the bad effects of removal were often much accentuated by the prejudice of ignorant people against those institutions, and the consequent fear and excitement caused by compulsory removal to them. On the other hand, repose and freedom from excitement appeared to be definite factors towards the recovery of those attacked. While, therefore, the Committee recognized that the plague authorities must have the power of ordering the removal of plague patients to hospitals, they suggested that this power should only be exercised by responsible medical authorities, and that it should be permissible to those authorities to allow plague patients to be treated in their own dwellings where reasonable accommodation existed for that purpose. As to the treatment of persons other than plague patients inhabiting infected houses, the Committee considered that the local authorities should have power to order the evacuation of houses or tenements where plague cases might have occurred, and though the compulsory segregation of contacts seemed to involve unnecessary hardship, it was, they submitted, very desirable that every possible encouragement and facility should be given to the inhabitants of infected houses to move into camps which should be placed at their disposal and located in as healthy situations as possible. The Committee further suggested that the principle of land quarantine should

be discountenanced, that an attempt should be made to secure some uniformity in the regulations, and that the regulations in force in various places should be so published that travellers might have no difficulty in ascertaining to what they would be liable, also that only plague suspects should be liable to be detained on arrival at their destination, and that the regulations for the examination of passengers leaving for or arriving from coast ports should be so framed as to cause them as little inconvenience as possible.

On 17th October 1898, the details of the preventive measures decided upon were published by Government. The Notification stated :—

"After very careful consideration Government have decided to make certain changes in the method of dealing under the Epidemic Diseases Act with travellers by railway. So far as experience indicates, plague is conveyed by the exodus of infected persons from a plague centre and by infected bedding and clothing ; secondly, by persons from healthy localities visiting the plague centre and bringing the germ away either in their bodies or clothing. Therefore any system of sanitary administration must aim at preventing or minimizing the spread of disease by infected persons, clothing or baggage. In view, however, of the fact that there is little prospect of a speedy termination to the plague epidemic, the organization of measures for preventing the spread of infectious disease must be of a more permanent character than has hitherto been contemplated. As a permanent feature of epidemic regulations detention camps and passes are impossible. It is evident that it is impracticable over a large area and a prolonged period of time to close the ordinary channels of daily business and intercourse without very sorely trying the patience of the public and jeopardising general prosperity. (2) Govern-

ment wish it to be understood that railway detention camps and passes will be discontinued, and that to replace them a very strict medical examination accompanied by disinfection of clothing where necessary will be instituted at convenient railway centres and at places of arrival. Persons coming from infected localities will also be subject to surveillence for ten days after arrival. Government are pleased to direct that the measures described in this Government Resolution shall replace the system of passes and railway detention camps. (3) These measures are as follows:—(*a*) Stringent medical examination of each traveller. (*b*) Careful disinfection of suspicious articles. (*c*) Correct ascertainment and record of the location of travellers after they have been permitted to enter a town. (*d*) Special regulations for travellers who cannot be depended upon to give a trustworthy account of their residence and movements or are suspicious, whether by reason of their appearance or symptoms, or the dirty condition of their clothes or effects."—(*Appendix* B.)

QUARANTINE.

Prior to the publication of the Notification respecting the re-organization of railway medical inspection, surveillance, and other plague measures in the Bombay Presidency—reference to which is made under the heading of Plague—the Committee on 5th April 1898 received a communication from Government calling attention to the influx of the labouring classes into Bombay which had then begun and of the great danger of a recrudescence of the plague which might be caused by premature reoccupation of empty houses not yet rendered fit for human habitation, or by overcrowding dwellings at present in occupation, and inviting the co-operation of the Chamber with a view to inducing the incoming labour to settle temporarily in the various

health camps which would be made available by the Plague Committee to house labourers and their families.

The Committee lost no time in communicating this information to all members of the Chamber with a request that they would endeavour to promote the views of Government in the matter as far as possible. At the same time they invited the consideration of Government to the question of the abolition of all land quarantine for passengers leaving Bombay. The very decided falling off in the mortality at the time the Chamber addressed Government showed that the plague—following a similar course to what it did last year—was rapidly declining and would probably soon disappear. The infliction of quarantine had had a most adverse effect on trade in Bombay; native merchants and dealers had practically ceased to come to the city with the result that both sales of produce and purchases of imports were restricted to a scale much below what they would have been under ordinary circumstances. The Committee accordingly suggested that the city should be rendered absolutely free to intending visitants without restriction of any kind. Though liberal rules had at the time been framed for the granting of passes to people entering and leaving Bombay, the Committee pointed out that the limits of these passes were so restricted and the necessary steps to obtain them were regarded with so much dislike, that they were not taken advantage of to anything like the extent that could be desired; further that where any rules or restrictions of a quarantine character were known to exist, native merchants and dealers preferred to incur no risk by entirely staying away from the city.

Government promptly replied that steps would be taken to diminish interference with travelling by sea and rail,

and in answer to a further communication from the Chamber as to the actual quarantine restrictions in force at the time, it was stated (this was towards the end of May) that there was no longer any detention of through passengers to, or from Bombay, in any Railway Observation Camp so far as Government was aware, save for the few hours necessary to disinfect the clothing, and then only when the clothing was dirty, or the circumstances were suspicious; further that the system of surveillance over new arrivals was being introduced in most of the large towns, and it was believed that travellers were really not detained anywhere.

Under date of 17th August 1898, publicity was given to the quarantine rules framed by Government in accordance with the provisions of the Venice Sanitary Convention of 1897, in connection with vessels and persons leaving Bombay by sea, but they did not call for any special action by the Chamber.

The restrictions imposed on the export from the territories administered by the Government of Bombay into any other part of British India of used gunny bags, led to representations being addressed to Government by the G. I. P. Railway Company and influential grain merchants in Bombay, pointing out that the prohibition operated as a serious hindrance to the trade in grain and seeds by compelling importers to use new bags for the transport of their produce.

On the 21st January 1898, the Bombay Government addressed the Chamber on the subject enquiring whether the prohibition in question interfered with trade to such an extent as to render it desirable that the Government of India should be moved to reconsider the matter. In reply the Committee stated that the prohibition by compelling

importers of wheat and seeds to use new bags for the transport of all their produce was equivalent to enforcing a tax on the trade through Bombay as against other parts of a half to a three-quarter per cent., and that this would undoubtedly be an obstruction to trade and tend to divert it to other quarters.

From a further communication which reached the Chamber on 23rd February the Committee were pleased to learn that the Governor-General in Council recognised the gravity of the obstruction complained of and had carefully considered the question of the necessity of maintaining the prohibition. His Excellency in Council was advised that the uses to which gunny bags were put in the course of trade were not such as to render them subject to the contamination of plague infection, and that the withdrawal of the prohibition in the case of gunny bags would not entail any danger. A notification was accordingly published, cancelling the prohibition against the bringing of used gunny bags from the Bombay Presidency into other parts of India.—(*Appendix* C.)

THE CURRENCY QUESTION.

On 2nd March 1898, the Committee submitted to the Bombay Government, for transmission to the Government of India, the views of the Chamber respecting the present unsatisfactory position of the currency and the desirability of adequate consideration being devoted to the subject for the purpose of ascertaining the best measures to be taken to amend the existing critical state of financial pressure throughout the country. The Chamber stated that the Government of India in its despatch of 16th September to the Secretary of State re-affirmed its adherence to the policy of a gold standard, and expressed its belief that they would

in the near future succeed in establishing a stable exchange at 16*d.* per rupee by continuing the policy initiated in 1893; and further that, though the measures to be taken when the transition period was over had not been laid down, it was probable that the Indian Mints would be opened to gold, and gold coins would be made legal tender to an unlimited amount, silver rupees continuing also to be unlimited tender to an unlimited amount, the ratio between the rupee and the gold coins on tender being at the same time finally settled. There was no mention made in that despatch of any intention to guarantee the convertibility of the rupee into gold; but while it was admitted that the present system was in fact no system at all, the temporary continuation of it was defended as accelerating the movement towards such a gold standard as that which existed in France and the United States. So far as the Chamber was aware, no further definite intimation of the intentions of Government had been made except in the speech of the Finance Minister on the 14th January, in the course of which he intimated that the steps to be taken for the establishment of a gold standard were under consideration. In view of the despatch of the 16th September and in the absence of any definite information as to the present intentions of Government, the Committee stated that the attempt to accumulate gold under the present system would, they believed, prove futile; and that even if it should succeed to any extent at all, it would do so only at the expense of the very greatest injury to trade, inasmuch as the system in question depended for its success on an artificial restriction of the currency, and that the maintenance of the value of the rupee at or near the level of 1*s.* 4*d.* could only be possible so long as the strain on the money market was maintained. The Chamber submitted that in the absence of a gold currency the establishment of a gold standard for this country was

only possible by means of an absolute and permanent guarantee on the part of Government of the exchangeability of rupees for gold at a fixed value. This was recognized by two at least of the eminent Financiers who sat on the Herschell Committee (Lords Farrer and Welby) as being the logical conclusion of the policy initiated in 1893; and the experience gained since the Mints were closed afforded, in the opinion of the Chamber, convincing evidence that nothing short of this would ensure the stability of exchange. The Committee of the Chamber were deeply impressed with a sense of the gravity of such a step, but they were convinced that the time had come when Government must, in the interests, if not even for the bare preservation, of the trade of the country, either complete or reconsider the policy instituted in 1893. The Chamber therefore submitted that it was absolutely incumbent on Government to put the monetary system of India on a sound basis, and that the only possible alternatives were either (1) the adoption of a gold standard based upon the convertibility of the rupee into gold, or (2) a return to the old silver standard. While fully recognizing the advantages to this country of an effective gold standard as encouraging a free flow of capital from Europe for the development of the resources of India and as relieving the financial difficulties of Government, the Committee submitted that the whole question—involving, as it did, the prosperity of the agricultural population of this country, on which again the commerce of India and the financial stability of Government alike depended—was so complex that the Committee refrained from expressing an opinion as to which of the said alternatives should be chosen. This position they assumed not from any desire to avoid responsibility in the matter, but from a conviction that the subject was too wide and many-sided to be fully or satisfactorily dealt with by them. Without therefore expressing an opinion as to the wisdom

of the conclusion arrived at by Government that the establishment of a gold standard was to the interest of this country, the Committee considered that it was a matter for very serious consideration whether the maintenance of a gold standard was practically possible. They, however, deprecated any further merely experimental or transitional expedients and especially any further measures for the contraction of the currency, and considered it of the greatest importance that the next step taken by Government should be final and only adopted after the fullest and widest possible enquiry. They accordingly recommended that the whole question of the Indian currency and finance should be made the subject of another full and exhaustive enquiry of the same nature as that which was instituted before the Mints were closed. At the same time they suggested that the scope of the reference should be as wide as possible, and that Government should not exclude from that reference the possibility of a return to the silver standard, provided that, with due regard to the financial responsibilities of Government, such a course might commend itself to the proposed Commission. For while fully recognizing that, the silver standard having been once abandoned, a return to it was beset by many difficulties, the Chamber still considered that no enquiry would be complete or satisfactory which excluded it from consideration.

Later on publicity was given to the Government of India's despatch to the Secretary of State for India, dated 3rd March 1898; and lest it might be assumed that the arguments adduced by the Government of India in support of their proposals had in any way affected or modified the views expressed by the Chamber in its communication of 2nd March, the Committee, in a further letter to Government, under date of 16th June, stated that, far from supporting, as the Government of India anticipated, the measures for securing

stability of exchange proposed in their despatch, or believing that the adoption of those measures would have the effect of overcoming the distrust on the part of the public in the future of the rupee, the Chamber was diametrically opposed to the views expressed in the despatch and to the principle on which the Government of India's proposals were based, namely, forced contraction of the currency. The Chamber could not but view with the gravest apprehension a proposal to melt down the existing currency until it became "even at the most inactive time of trade" inadequate for the ordinary requirements of the country, and this in the expectation that gold would thereby be forced into circulation. Pointing out that the Herschell Committee in recommending that rupees should be given in exchange for gold at a fixed ratio, relied upon this measure as "leaving the volume of rupee currency dependent on the wants of the people of India," the Committee submitted that the experience since gained, especially during the last five months, had shown that this provision for the expansion of the currency had been practically inoperative in spite of the great strain the money market had undergone, the reason being that as the ratio at which gold was exchangeable for rupees fixed the maximum gold value of the rupee while no guarantee was given of its minimum value, gold would never be tendered until all other possible means of finance had been exhausted. Further, that gold could only, if at all, be introduced into circulation under conditions of the money market which were ruinous to both foreign and internal commerce, and could only be retained in circulation so long as those conditions were maintained. The Committee in conclusion submitted that while the Government of India in the effort to force gold into circulation relied upon the exigencies of an expanding trade and a refusal of a sufficiency of the currency to which the

country was accustomed, there was nothing more necessary for such expansion than a free and natural supply of currency regulated automatically by its varying requirements; and it seemed to the Chamber quite as likely that a contraction of trade would follow a contraction of the rupee currency as that the necessities of trade would compel the adoption of a currency to which the country was unaccustomed and which, in the opinion of the Chamber, was unsuited to its requirements.

In appointing the Committee to enquire into the Indian Currency, the Secretary of State for India addressed the Right Hon'ble Sir Henry H. Fowler, G.C.S.I., Chairman of the Committee, under date of 29th April 1898, as follows :—

"I enclose for your perusal a copy of a letter recently received from the Government of India on the subject of the measures to be taken for making effective the policy adopted by Her Majesty's Government in 1893, and initiated by the closing of the Indian mints. I also enclose a copy of my reply. You are aware of the fact that the adoption of this policy followed upon an exhaustive inquiry by a Committee presided over by Lord Herschell, and that copies of the Report of that Committee, of the evidence taken by it, and of the consequent correspondence between the Secretary of State for India in Council and the Government of India, were laid before Parliament. You are also aware that, in the autumn of 1897, proposals for an international agreement affecting the currency of India were under the consideration of Her Majesty's Government, and that a correspondence on the subject, including a very important letter from the Government of India, was published as a Parliamentary paper as soon as a decision had been arrived at. To all these documents I would invite your special

attention. In consideration of the very great importance of the subject of the Government of India's proposals, it has been decided to refer them to a Committee, which will consider whether the object which the Government of India have in view can best be attained by the measures which they suggest or otherwise. It will be the duty of the Committee to deliberate and report to me upon these proposals, and upon any other matter which they may regard as relevant thereto, including the monetary system now in force in India, and the probable effect of any proposed changes upon the internal trade and taxation of that country: and to submit any modifications of the proposals of the Indian Government, or any suggestions of their own, which they may think advisable for the establishment of a satisfactory system of currency in India, and for securing, as far as is practicable, a stable exchange between that country and the United Kingdom. The Committee will meet in this Office, and, in accordance with the precedent of 1892-93, its proceedings, so long as it is in session, will for obvious reasons not be open to the public, though they will be published when its labours are over, with the evidence and information it has collected. Subject to this condition, it will be at liberty to act as its members may think most desirable for the attainment of the end in view. You will observe that, in my Despatch of the 7th of April 1898, I have assured the Government of India that no effort would be wanting, either on the part of the Committee or on that of Her Majesty's Government, to arrive at a speedy decision; and I trust that the Committee will accordingly avoid all unnecessary delay, and will confine their inquiry strictly to such matters as they may deem relevant to the question under consideration. You have already intimated to me your willingness to accede to my request that you would act as Chairman of this Committee, which will be constituted

as follows :—The Right Honourable Sir Henry H. Fowler, G.C.S.I., M.P., Chairman ; the Lord Balfour of Burleigh, Secretary for Scotland ; Sir John Muir, Bart., lately Lord Provost of Glasgow ; Sir Francis Mowatt, K.C.B., Secretary to the Treasury ; Sir David Barbour, K.C.S.I., lately Financial Member of the Council of the Governor General of India ; Sir Charles Crosthwaite, K.C.S.I., Member of the Council of India ; Mr. F. C. Le Marchant, Member of the Council of India ; Mr. Everard Hambro, a Director of the Bank of England ; Mr. W. H. Holland, President of the Manchester Chamber of Commerce ; Mr. Robert Campbell, General Manager of the National Bank of India; and Sir Alfred Dent, K.C.M.G. Mr. Robert Chalmers, of Her Majesty's Treasury, will act as Secretary to the Committee. I shall be prepared, on receiving your report, to give to it my most careful and prompt consideration."—(*Appendix* D.)

PROPOSED PORT TRUST BRANCH LINE OF RAILWAY.

It will be remembered that this scheme came before the Chamber in 1895, and that the Committee, after consulting the members, reported fully on the project as then sketched out by the Trustees of the Port.

After a lapse of three years the matter was again referred to the Chamber for a further expression of its views, the reference from the Bombay Government (dated 5th October 1898) being accompanied by a lengthy communication from the Hon'ble Mr. C. T. Burke, Chairman of the Port Trust, together with the correspondence which had passed in the interval between the Trustees and the authorities of the G. I. P. and B. B. and C. I. Railways ; plans were also forwarded showing the general arrangement of the proposed

line with sidings, godowns and stations. The present position of the scheme is described by the Chairman of the Trust as follows under date 7th September 1898 :—

"It is proposed to take the branch line off from the G. I. P. Railway at Sion, to run direct through the Port Trust land at Sewri, Frere Estate, Tank Bunder and Mazagon properties, through both the Docks, and along the Mody Bay Bunders up to the western end of the Ballard Pier. The proposal also includes a connection with the B. B. & C. I. Railway at Mahim by a line crossing the G. I. P. Railway at Matunga. The total length of the line from Sion to the Mint is about 8 miles, and the B. B. & C. I. branch, 1½ miles. The total cost for a double line of rails throughout, including extensive sidings at the sorting yard at Waddala, and a more complete system of sidings both with the Docks and with the coal wharf at Tank Bunder, including all charges, stations, buildings, &c., but excluding rolling stock, has been estimated to cost Rs. 31 lakhs, the interest on which at 4 per cent. would amount to Rs. 1,24,000. The Trustees are strongly of opinion that the proposed line is necessary in the interests of trade, and sooner or later the demands of trade will necessitate its construction ; they feel convinced that Government will agree in thinking that the interests of trade, the public, and the Port of Bombay are deserving of every consideration in this matter, and they believe that the branch line will benefit both railway companies quite as much as it will the Port, as by affording increased facilities for the convenient shipment of produce, it will in time bring an increase of trade both to the railways and the Port. The new line will also develop a most important suburb and make considerable areas of Government and private lands available for residential purposes, which now lie unoccupied for want of easy means of communication with the

business parts of the city; will open up a large area for residential purposes, and thus assist in relieving the congestion of population in the City of Bombay; it will also render available for purposes of trade Port Trust property on which in recent years large sums have been spent on reclamations and improvements. The construction of a new dock must, it is felt, be faced in the very near future; such a dock would as a matter of course be situated on the Mody Bay Estate to the south and immediately adjoining the Victoria Dock, and will absorb a considerable area of land now occupied by trade which it will be necessary to provide for elsewhere. It need hardly be explained that the land in the immediate neighbourhood of the Docks south of the G. I. P. Railway at Wari Bunder is so largely occupied, that it will soon be a matter of very serious concern to the Trustees what they are to do for space, and the only suitable land available is on their property to the north of the G. I. P. Railway, but this large area is literally cut off by the G. I. P. Railway siding at Wari Bunder, and the Trustees feel confident that Government will fully appreciate this fact, and hope that they may be pleased to consider the propriety of arranging for a transfer to the Port Trust of all that area of land now occupied, and only partially utilised by the G. I. P. Railway Company at Wari Bunder lying to the east of the Frere Road." An essential feature of the scheme was the proposal for the establishment at Mazagon of extensive godown accommodation for the Cotton and Grain trades, with rails alongside by which goods could be discharged without resort to cartage, or be forwarded with equal facility in wagons to the Docks.

Shortly after the appointment of a new Secretary in succession to the late Mr. Marshall, a Special Committee was constituted to examine and report upon the issues

involved in the above proposals; and this Special Committee after a series of protracted discussions submitted to the General Committee their report in the form of a draft letter to Government which was approved and forwarded.

In this letter it was pointed out that the Port Trust scheme was presented for criticism as a "Project for "cheapening the methods of dealing with Exports and "Imports by improvement in the means of Railway Com-"munication," and that the Chamber, while necessarily prepared to give unqualified welcome to any project really calculated to assure those benefits, and while recognising that the consummation of some such scheme as that presented would confer on the Port other advantages not set forth in the title alluded to, were constrained in the interests of the trade which would ultimately have to bear any loss that might be incurred, to scrutinize very closely the elements of success contained in the Port Trust proposals. And while every influence combined to bias the Chamber in favour of proposals emanating from the Port Trustees, the members of the former had reluctantly come to the conclusion that the scheme, as set forth in the papers submitted, did not give assurance of the benefits declared in the title. It was pointed out in the first place that while the figures on which the Trustees founded their sanguine estimate of the cost and profits of the undertaking were, for purposes of calculation, taken on the most favourable basis possible, there was no guarantee that such figures would be maintained or even attempted in practice. And it seemed to the Chamber that while the Trustees' estimates were unduly optimistic the detailed criticism to which they had in certain quarters been subjected was in the main sound.

The fact that existing facilities for direct transmission of Imports were adequate and not fully taken advantage of, was cited in evidence of the probability that the scheme under consideration would exert no great influence in the development of that branch of trade, although the establishment of the proposed railway depot at Mazagon would necessarily confer a benefit on imports of oil and timber, seeing that the storage for those goods was already situated at that point.

In regard to Export trade, it was submitted by the Chamber that one of its leading branches—that devoted to cotton—would not for many years be affected by the scheme, seeing that so many influences and interests combined to retain the Cotton Trade at Colaba. Chief amongst such considerations were the comparative accessibility from the Fort, the existence of the Association's rooms at the present Cotton Green, the volume of capital invested in those presses by which the trade is now served and which would certainly be ruined by a transfer of the Cotton Green to Mazagon : the thousand conditions and traditions of the trade which have grown up round the present arrangement and which could not be upset without inconvenience.

Both in this connection and in relation to the Export trade in wheat, to the consideration of which the letter then proceeded, the Chamber deprecated in the strongest terms any attempt on the part of the Port Trustees to put pressure upon the trade they were appointed to foster and by an exercise of measures foreign to their functions to coerce it into a step not felt to be essentially desirable.

The Chamber submitted that, while the existing accommodation of the grain trade in and about Mandvi had,

under abnormal conditions of congestion and stress revealed certain defects, these defects demanded no such costly and heroic remedy as migration to Mazagon and the construction of a new railway, but would be adequately remedied by an expansion of storage space contiguous to the Docks and the establishment of intimate railway connection therewith. It was incidentally suggested that a solution of the problem might be found in the construction of additional godowns on that part of the Frere Estate at present occupied by bullock sheds and the laying of sidings from Wari Bunder into the Docks and southward past the new godowns towards the existing grain markets.

Certain passages in the Port Trust letter of 7th September 1898 appeared to indicate appreciation of the many conditions that would operate in a sense hostile to any migration of the whole trade to Mazagon. It was evidently fully recognised that Bombay was not only the Port from which cereals were exported, but the market in which cereals from all parts of India were brought together, graded, bought and sold. Apparently in deference to the circumstance that the trade was largely in the hands of native merchants who, having godowns attached to their houses at Mandvi, would not participate in the proposed migration in response to any such inducements as appeared inherent in the scheme, the Port Trust was understood to be contemplating a tentative measure of the nature of a compromise, but it was evident that any state of transition with part of the trade in one place and part in another would be attended by immense inconvenience.

But one of the prime causes of the Chamber's most unwilling scepticism as to the desirability of the scheme presented was that no adequate consideration seemed to have been given to the reconstruction of the sidings in the Docks

themselves. On the perfection of the said internal system the whole working of the project must depend; and yet there was nothing to show that the existent or projected system of sidings at the Docks was or would be adequate to the amount of traffic anticipated by the Port Trust. A system otherwise the most perfect conceivable would be useless if the traffic brought forward over it could not get free egress. If congestion were to occur in the Docks themselves in connection with the proposed scheme, the inconvenience would be infinitely greater than had ever been experienced under the antecedent conditions. It was argued on the one side that because a railway wagon carried more than 13 bullock carts and occupied less space, it was a more perfect means of transport; and in the case of an open railway this would have been indisputable. But the stoppage of a railway wagon was 13 times as serious as that of a cart in respect of its mere carrying capacity, and infinitely more serious in view of the fact that it was absolute. Cart traffic was mobile and found its own egress from a block; but railway wagons must remain on the metals and until these were clear the stagnation was complete. Such a block would involve resort to cartgage from Mazagon to the Docks and this, besides being difficult to procure and costly when obtained, would not remedy the stagnation of such goods as, having been already loaded into wagons, would not be easily accessible.

In short, it seemed to the Chamber extremely improbable that the system as presented would enable the Port Trust to conduct with accuracy and promptitude the complex operations of sorting and delivering, alongside the various ships in the docks, the many different consignments of goods during the busy season. But it was pointed out that if the Port Trust could afford to the Trade any guarantee against the heavy losses that would result from

BRANCH OF THE ASIATIC SOC

a breakdown of their shipping arrangements or should be able to show that such losses were unlikely to be incurred, the uncertainty as to the merits of the scheme would be largely removed.

In conclusion, it was urged that a definite decision as to the prosecution or abandonment of the proposals should be taken as soon as possible, and it was recommended that in any case immediate steps should be taken to perfect the reorganisation of the siding system in the Docks and to place the existing railway goods yards in effective connection with the sidings so improved.—(*Appendix* E.)

LEGISLATIVE MEASURES.

The most important of these, during the twelve months covered by this report, was

THE CITY OF BOMBAY IMPROVEMENT BILL,

which was introduced into the Bombay Legislative Council in February last, and received the careful attention of the Chamber. In addressing Government on the provisions of the proposed measure, the Committee confined their criticisms and suggestions to the Chapters embracing the objects of the Trust, the constitution of the Board, its duties and powers, and such details as they had felt confident to discuss adequately. Dealing with Chapter II, Section 5, the Chamber supported the application made by the Bombay Millowners' Association for power to elect a representative on the Board in the same manner as the Chamber and the Port Trust are empowered to do. Another suggestion made by the Chamber as to the constitution of the Board was that, with a view to securing a fair representation of the various constituencies electing and composing the Corporation, only two of the

four members elected by that body to the Board, should be from those elected by the ratepayers as representatives of wards. As regards Section 20, Sub-Section 3, the Chamber deprecated the Board being authorised to delegate any of their powers to Committees to consist of the Chairman and other Trustees, which might mean not more than three in all. The Sub-Section in question stated that a Committee so formed should conform to any instructions given by the Board; but even with this safeguard, the Chamber did not approve of a provision which, read in conjunction with the four following Sub-Sections of the Bill, evidently contemplated the conduct of the entire business of the Board by a number of Sub-Committees, leaving the full Board none but supervisory powers. The latter part of Section 21, referring to contracts exceeding rupees one thousand in value, did not appear to require that such contracts should be approved by the Board. Such sanction the Chamber deemed desirable, and it accordingly suggested that the wording of the section should be altered accordingly. Having regard to the heavy additional duties and responsibilities which, through the provisions of Section 26, Sub-Section 2 (*a*), would devolve on the Municipal Executive Health Officer, the Chamber was of opinion that that officer should be appointed by Government solely, and not as at present elected by the Municipality and merely approved by Government. The Municipal Commissioner was no doubt the officer upon whose representation the Board was to take cognisance of the unhealthiness or unfitness for habitation of any particular place or area, but he would, the Chamber submitted, necessarily depend for his information on the Health Officer, who would thus be the real motive power in dealing with the insanitary places and conditions of the City. If, therefore, the Bill was to be the means of accomplishing

what was hoped of it, this particular officer obviously should be a man without local fear or prejudice, and whose pay and preferment should, the Chamber pointed out, be entirely outside the sphere of Municipal influence. Sections 35 to 37 dealt with reclamation schemes ; and to the powers given thereunder, if reclamation was to form one of the duties of the Board, the Chamber had no wish to object. It might indeed be necessary, in connection with schemes of another character, to execute some small works of reclamation at different points. But having regard to the fact that the prime object of the Bill, and that which, in the view of the Chamber, commended it to approval, was the abolition of overcrowding and overpopulation with the concomitant insanitary conditions now existing in some parts of the City, the Chamber considered it unlikely that reclamation on an extensive scale would be either necessary or advisable. The places where reclamations were likely to be undertaken were, as indicated in the Statement of Objects and Reasons, the foreshores of Colaba and Walkeshwar. These were parts of the island which could not by any possibility be made available for dwellings for the poorer classes of inhabitants, and indeed could only be utilised for Government purposes or for habitations suitable for people sufficiently prosperous to live in any quarter they might prefer. The Committee therefore considered that until those tracts of land had been utilized which were still available for building purposes near the centre of the town where the labouring classes required accommodation and in the direction of which the expansion of the city must first proceed, severe restrictions should be placed upon the institution of reclamation works.

Certain reclamations effected by the Port Trustees had no doubt proved remunerative ; but these had been carried out under special circumstances and conditions, and with

facilities which did not exist elsewhere, and they could not therefore be depended upon as safe guides for schemes of reclamation generally.

With regard to the remaining six chapters, more specially IV, V and VI, embodying the financial conditions of the Bill, the Chamber found that, without preliminary figures to go upon, anything like thorough comprehension or helpful criticism of the proposed enactments was impossible. In Clause 18 of the Statement of Objects and Reasons it was stated that "The "rate of 2 per cent. on the total rateable value has been "determined by calculations *based on careful estimates of* "*the probable* receipts and expenses of the Board extend- "ing over a period of twenty-five years, taking into ac- "count the provision made in Section 69 (2) for charging "any debit balances to Capital up to a certain maximum." It was quite possible that with similar data at its service the Chamber would have found itself in a position to endorse this opinion; but without a single original figure to guide it the Chamber was constrained to confess that no amount of care and study expended on the mere provisions of the Bill could result in even an approximate estimate as to how far, and with what prospect of profit or loss, the financial dispositions and appropriations would enable the Board to carry out the sanitary regeneration of the City which formed the ultimate object in view. The one factor in the account which could be approximately ascertained was the 2 per cent. on the total rateable value of the properties in the City to be levied and contributed by the Corporation; but how, with this and the borrowing powers placed at their disposal, the Board were to carry through to financial success the extensive schemes fore-shadowed, there was nothing whatever to show. On reclamation schemes as an important source

of profit the Chamber looked with some misgivings, and improved sanitary dwellings for the poorer classes, were not in its opinion likely to yield a profit on cost of erection. It would therefore have been well that public confidence had been reassured and support bespoken by the tabulation in connection with the Bill of other sources of income. In the absence of such information the Chamber could only trust that the safeguards against the undue borrowing or expenditure of money which the Bill undoubtedly contained, would prove effective, although their existence and due observance must of necessity render the operations of the Board much more cumbersome and dilatory than the promoters of the Bill appeared to anticipate. To the borrowing powers conferred on the Board by Chapter IV, the Chamber saw no reason to object, but suggested that in Section 48 it should be made clear whether the Board were, or were not, to be authorized to invest in their own debentures money belonging to the sinking fund. Public securities might be held to include these; but it would be advisable, the Chamber considered, to have the specific authorization inserted. In connection with Section 53, Chapter V, the Chamber recommended that the schedules attached to the Bill should be carefully considered with a view to revision. In its opinion there were some spaces reserved under Part I of Schedule C—as, for instance, the plot No. 4 south of the Secretariat—which the Chamber saw no special advantage in retaining as open spaces. On the other hand, plot No. 6 in Schedule C, Part II, "the Crescent Site," was one which it considered would be much more advantageously retained as an open space. With regard to Section 54, the Chamber observed that while it was provided that all other properties handed over to the Trust should under certain contingencies revert to Government and the Corpo-

ration as the case might be, nothing was said about the ground appropriated by Part I of Schedule C. Under the section quoted—read in conjunction with the Statement of Objects and Reasons—it was obviously intended to acquire and maintain these open spaces for the benefit of the City for all time; but it seemed to the Chamber that some provision should be made as to what body the properties were to be vested in after the termination of the Trust. According to the Chamber's reading of the section in question, when the properties in Part II of Schedule C in Schedule D and the lands reclaimed within the limits of Schedule E fell to be vested in Government or the Corporation, the valuation to be attached thereto—and for which the Board were to receive credit—was not intended to include the value of any improvements directly or indirectly resulting from the operations of the Board. These, the Chamber considered, should be duly allowed for, either as provided in Section 58 in the case of lands appropriated by the Board in making an open space or forming a street, or by adding to the amount of the capital debt of the Board to be extinguished on the cost of such improvements.

Referring to Section 63 (2), Chapter VI, it appeared to the Chamber that the mode in which the contributions from the Corporation to the Board were to be made was rendered unnecessarily complex by the language of this sub-section and its subsidiary clauses. A careful study of the terms and an intimate knowledge of the various accounts and items of taxation and collection might enable the officers of the Corporation and the Board respectively to work out the requisite debits and credits with accuracy, but instead of the cumbrous and somewhat misleading phrase of "two instalments," it seemed to the Chamber that the desired meaning would

have been much more intelligibly and tersely expressed by simply stating that the contribution to be paid by the Corporation should be 2 per cent. on the total rateable values payable on 1st April *plus* certain additions and *minus* certain deductions, to be ascertained on 1st October following. In any case it would tend materially to prevent future complications or misunderstandings if an example of the account in detail were appended as a schedule to the Bill in the same way as forms of balance sheets are exemplified in the Joint Stock Companies Act. If the existing wording of the section were to be maintained, the Chamber was of opinion that the meaning would be rendered clearer if instead of Clauses (2) (*a*) and (*b*), respectively, the words "to the credit of the Board shall be set" and "to the debit of the Board shall be set" were substituted. The Chamber considered that the word "expenditure" used in line 23 of Section 69 (2), was ambiguous, and permitted doubt as to whether it referred, with strict correctness, to the money actually expended or, with a certain ellipsis, to the entire expenditure *plus* the liability originally taken over under Section 59. Finally as regards Section 69 (3) (*a*) the Chamber was of opinion that the first appropriation of profits after the tenth year instead of going to pay for the value of the lands handed over under Part I of Schedule C, *plus* interest, should be devoted to repayment to the Corporation, leaving the open spaces to be paid for and acquired afterwards.

The Bill was subsequently referred to a Select Committee, the members of which gave due consideration to the Chamber's suggestions, and on 13th August 1898, the Act, which had in the meantime received the assent of His Excellency the Viceroy and Governor-General of India, was published for general information by the Bombay Government.

In September last, the Committee took steps for the election of a representative to serve on the Board of Trustees under the provisions of Section 11 of the Act, and on 19th October the Hon'ble Mr. R. H. Macaulay was elected in terms of the rules laid down by the Chamber for the election of Trustees of the Port of Bombay.—(*Appendix* F.)

BILL TO AMEND THE LAW RELATING TO ARBITRATION.

As the outcome of the representations made to the Government of India by the Chambers of Commerce of Rangoon, Karachi and Cawnpore, and supported by those of Bengal, Bombay and Madras, the Bengal National Chamber of Commerce and the British India Association, a Bill to amend the law relating to arbitration in India was framed by the Hon'ble Mr. M. D. Chalmers and introduced in the Imperial Legislative Council in August last. The Rangoon Chamber of Commerce, in the memorial addressed to the Viceroy about three years ago, pointed out that there were two classes of agreements to submit to arbitration ; the first related to future disputes and was dealt with in Section 28 (1) of the Contract Act ; the second to disputes that had already arisen. In respect of the former, it was pointed out that the only provision under the existing law, as it had generally been interpreted, was, that if any person who had contracted to refer refused to do so, and afterwards sued, the contract would be a bar to the suit. It was accordingly suggested by the Rangoon Chamber that provision should be made in the law for the enforcement of an arbitration clause in a contract either (1) by recognising an award made by the arbitrator appointed by one party only, when the other party had failed to appoint an arbi-

trator: or (2) by admitting of an award made by persons nominated by the body in whose hands the nomination of arbitrators was placed by the contract being enforced, although only one of the parties had called for a nomination. In the Statement of Objects and Reasons it was shown that the Code of Civil Procedure aimed at what was required, but that the sections in point were admitted to be defective in that (1) they had been held to apply only to disputes which had arisen at the time of the agreement to refer, and not to any which might occur subsequently; and (2) they required that the agreement to refer should either name a particular arbitrator, or leave the Court to appoint one. The first of these defects, it was pointed out, had been to some extent removed by a recent Full Bench ruling of the Bombay High Court, in which it was held that the Code *did* apply to future disputes. At the same time it was considered uncertain whether the other High Courts would follow the Bombay Judges. The new Bill, which has been drafted on the lines of the English Arbitration Act of 1889, provides for both defects.

The Chamber, having received a copy of the Bill from the Bombay Government, appointed a Special Committee to consider its provisions; and, their report having been submitted to and approved by the General Committee, the Chamber addressed Government on such points as called for criticism. Referring to Section 2 (applications) the Chamber considered it desirable to extend the operation of the proposed Act, so as to include (besides claims that could be sued on in a Presidency town) claims arising out of agreements in writing in which arbitration was agreed to, and to which it was provided that this Act should apply, or agreements made subject to any rules (*e.g.*, Trade Associations) which provided for arbitration, and also that

this Act should apply. Because contracts which did not themselves specifically provide for arbitration were stated to be made subject to rules which provided for arbitration in certain cases. Section 4 (definitions) seemed open to the objection that it precluded utilization of the machinery of the Court of Small Causes in a Presidency town, and would so entail heavy expenditure on each occasion when an application had to be made to the Court. The Chamber therefore recommended that "the Court," as to all matters of arbitration the claim or award in which did not exceed Rs. 2,000, should mean the Court of Small Causes. With respect to Section 7 (reference to arbitrator appointed by third person) the Chamber suggested that after the words "by a person" should be inserted the words "or body." The clause would then read :—"The parties to a submission may agree that the reference shall be to an arbitrator or arbitrators to be appointed by a person or body designated therein." Section 8 (Power for the Court in certain cases to appoint an arbitrator, umpire or third arbitrator) laid down that under conditions specified "any party may serve the other parties or the arbitrators, as the case may be, with a written notice to appoint an arbitrator, umpire or third arbitrator." This provision, the Chamber pointed out, threw upon the party who desired arbitration the obligation of calling upon the other who might be recalcitrant to appoint an arbitrator, and conferred on the said recalcitrant party the advantage of making the appointment. As to Section 11 (1) (award to be signed and filed) the Chamber considered that the words "they shall sign it and at the request of any party thereto" should be amended by the insertion of the words "and cost" after "request." This would make the clause read : "When the arbitrators or umpire have made their award, they shall sign it and, at the request and cost of any party thereto or any person claiming

under him, cause it, or a signed copy of it, to be filed in the Court, and notice of the filing shall be given to the parties to the submission." Passing to Section 13 (Power to remit award) the Chamber expressed the opinion that it would be expedient to specify in this section, as in Section 520 of the Civil Procedure Code, the conditions of incompleteness, irrelevance, ambiguity or illegality under which the Court should have power to remit an award to the reconsideration of the arbitrators or umpire. Under Section 14 (award when filed to be enforceable as a decree) it would, the Chamber submitted, be perfectly possible that a fraudulent award might be filed, and be so given all the effect of a decree. It therefore suggested that with a view to greater security, Section 522 of the Civil Procedure Code be reproduced in the Act, and that the conversion of an award into a decree should be made subject to the provisions of the said Code. Finally the Chamber pointed out that there was in the Bill no clause corresponding to Section 4 of the English Arbitration Act, 1889, which section provided that if one party to a submission commenced proceedings against the other party in respect of matters agreed to be referred, the Court should have discretionary power to stay proceedings and relegate the parties to their rights under the submission. Otherwise, one party who had succeeded in forestalling his opponent and getting his suit on the file before being definitely called upon to arbitrate, might render Section 5 nugatory and evade arbitration, notwithstanding the prior existence of the submission.—(*Appendix* G.)

INDIAN PORTS ACT.

The reports called for in Government Resolution No. 4435, dated the 16th August 1897, on the subject of the proposed amendment of Clause (p) of Sub-Section (1) of

Section 6 of the Indian Ports Act, 1889, for the purposes of the rules for the medical inspection of vessels, were communicated to the Government of India by the local authorities on 26th February 1898, and are now printed in the appendix.

The Committee, in reporting on the matter in 1897, stated that they approved of the proposed alterations, and expressed the hope that the new regulations, so far as the shipping was concerned, would be carried out in a fair and conciliatory spirit, and that no detention would be caused to steamers, particularly those staying in port for only a very short time.

Under date of 11th July 1898, the Chamber was favored with a copy of the Proceedings of the Government of Madras leading to the issue of a Notification applying Article 7 (3) of the Regulations for preventing Collisions at Sea to all vessels of 20 to 100 tons plying within the limits of certain places specified. These papers are also included in *Appendix* H.

BILL TO AMEND THE LAW RELATING TO CARRIERS.

The object of this Bill—which was submitted to the Chamber for opinion—was to add to the Carriers' Act, 1865, a section providing that no suit should be instituted against a common carrier for loss, damage or non-delivery of goods entrusted to him for carriage unless notice had been given to him before the institution of the suit and within six months of the time when the loss, damage or non-delivery came to the knowledge of the plaintiff; also, to amend the second schedule to the Indian Limitation Act, 1877, so as to reduce the period of limitation for the institution of

such a suit from two years to one year from the time when the loss or injury complained of occurred.

Seeing nothing to object to in the proposed measure, the Committee informed Government that it met with their approval.—(*Appendix* I.)

BILL TO CONSOLIDATE AND AMEND THE LAW RELATING TO GLANDERS AND FARCY.

Of this measure also the Chamber expressed its approval. The present Act merely empowers an Inspector appointed under its provisions to enter and search, with a view to seizure, any building or place in which, from personal knowledge or information taken down in writing, he has reason to believe that there is a horse affected with glanders or farcy. It gives the officer no power to visit places, such as livery stables, for the purpose of ascertaining whether there is therein any animal so diseased and which ought, in the public interests, to be seized and destroyed. The main object of the proposed legislation is to remove this defect in the law.—(*Appendix* J.)

BILL TO AMEND THE INDIAN CONTRACT ACT.

A copy of this Bill was submitted to the Chamber by Government in August last for any remarks which the Committee might desire to offer. The intention of the proposed Act, as set forth in the Statement of Objects and Reasons, "is not to interfere with the freedom of "contract where consent is free and parties contract on a "footing of equality, but to give the Courts a wider dis-"cretion in dealing with certain inequitable contracts "where at present their powers appear to be unduly "limited."

The matter having been considered by a Special Committee, the members thereof were of opinion that the proposed amendments were unobjectionable and called for no criticisms from the Chamber: and a reply in this sense was in due course communicated to Government.—(*Appendix* K.)

A BILL TO FURTHER AMEND THE INLAND STEAM-VESSELS ACT, 1884.

The necessity for rules for the protection from collision of inland steam-vessels, whether carrying passengers or not, was brought to the notice of the Government of India during the year, and it was found that the Inland Steam-Vessels Act, 1884, did not confer the requisite powers for this purpose. The object of the new Bill—which was introduced in June 1898 by the Hon'ble Sir James Westland, C.S.I.—was to further amend the Act of 1884, so as to admit of the issue of appropriate regulations on the subject.

Having consulted the Agents of Steam-Ship Companies in Bombay in the matter, the Committee informed Government that they approved generally of the provisions of the proposed measure. With respect, however, to Section 50 A, Sub-Section 2 (d)—the towing of vessels astern or alongside—the Chamber pointed out that rules under this head would not be necessary on this side of India; that the question was more or less dependent on the strength of the current, which varied considerably, whether in rivers or tidal waters, and that the Master or Serang would be the best judge as to the number of boats he could tow, and also whether such boats should be towed astern or alongside. The Committee accordingly asked Government to give due consideration

to these points when the time arrived for framing rules (so far as the port of Bombay was concerned) under the section referred to.—(*Appendix* L.)

INDIAN STAMP ACT.

Soon after addressing Government on 15th December 1897, reporting on the draft Bill to consolidate and amend the law relating to Stamps, the Chamber received from members interested in the stamp duty charged on policies of insurance against death or disablement from accidental violence, a representation which the Committee submitted to the Government of India, through the local authorities, with a view to its being laid before the Select Committee appointed to deal with the proposed measure.

The main point of the representation—which was received in time for insertion in the last annual report—was that the present scale of stamp duty on accident policies was practically prohibitive of Accident Insurance in India; and the Committee submitted that it was advisable to assimilate the law in this respect to that prevailing in England.

THE LIVE-STOCK IMPORTATION BILL, 1898.

The importation into one of the seaports of British India of a cargo of horses from Australia, which proved to be infected with the tick disease—a disease very fatal to cattle and capable of being conveyed by other animals, such as horses, themselves immune from it—led to an examination by the Government of India of the existing legal powers to prevent the importation of live-stock liable to be affected by infectious or contagious disorders. As these powers were found to be defective, it was decided, in consultation with the Governments of

Madras, Bombay and Bengal, to take the necessary powers. Instead of amending the Indian Ports Act (X of 1889), it was thought preferable to proceed by way of a self-contained Act. A Bill to make better provision for the regulation of the importation of live-stock was accordingly drafted, empowering the Governor General in Council to regulate, restrict or prohibit the importation into British India by land or sea of any live-stock which might be liable to be affected by infectious and contagious disorders. The measure confers necessary powers on officers of Customs at every port, and enables Local Governments to make rules for detention, inspection, disinfection or destruction of such stock, and for the guidance of officers appointed under the rules. It is not intended to interfere with the inland trade, except so far as to prevent the removal of live-stock, the importation of which has been prohibited, from one part of British India to another.

A copy of the proposed measure was received by the Chamber in due course, but the Committee having, on a previous reference, expressed its views on the subject, informed Government that they had no further criticisms to offer.—(*Appendix* M.)

RULES UNDER THE INDIAN EXPLOSIVES ACT OF 1884.

The Committee were favoured during the year with copies of Notifications published by the Government of Madras in regard to certain amendments in the rules to regulate the transport and importation of explosives in that Presidency.

With reference to the Notification issued by the Government of India, under date of 31st July 1897, declaring that Picric Acid, Picrates, and certain mixtures of Picric

Acid shall be deemed to be explosives within the meaning of the Indian Explosives Act, 1884, the Committee, on behalf of a member of the Chamber, addressed the Commissioner of Customs in connection with a consignment of Picric Acid imported on 9th August last from Hamburg, which the Customs authorities declined to permit the importer to re-ship and had ordered to be destroyed. From the information which had been placed before the Chamber it appeared that these goods were imported in ignorance of the change in the law by which Picric Acid was, for the first time, included as an explosive under the Act; and it seemed to the Committee that in failing to comply with the requirements of the Notification under reference, the importer was ignorant not only of the fact that Picric Acid had been declared an explosive, but that it was incumbent upon him to take out a license to import such goods. The Committee accordingly submitted that, considering the circumstances of the case, the offence would be adequately met either by the infliction of a small fine or by permitting the importer to re-ship the goods to Europe, as he had offered to do. In the reply received the Commissioner of Customs regretted his inability to comply with the Chamber's request, stating that he was unable to accept the plea that the importer had acted in ignorance of the contemplated change in the law. Information subsequently reached the Committee, that the consignment had, under the authority of the Collector, been destroyed.—(*Appendix* N.)

MEDICAL EXAMINATION OF STEAMERS IN BOMBAY UNDER THE PROVISIONS OF THE VENICE SANITARY CONVENTION.

The attention of the Chamber was called during the year to certain rules framed by the Health Officer of the

Port and published under the authority of Government for regulating the medical examination of passengers and crews of vessels leaving Bombay for ports out of India. As the matter was one of importance to the general trade of the port, the Committee at once addressed Government asking for a copy of the proposed rules. Before, however, the request was complied with, the firms who had brought the matter to notice placed at the disposal of the Chamber the regulations in question. A Special Committee was immediately appointed to consider the draft rules, and in accordance with their report the General Committee, in the first instance, and to save time, placed their views before the Health Officer of the Port. Holding that the smooth working of the rules depended more upon the interpretation attached to them by the Health Officer and the mode of working them than on the letter of the rules themselves, the Committee only called attention to two points, namely, Chapter III., General Rules, Clause 1 (*a*), with reference to which it was suggested that instead of the vessel being required to haul off at least twenty feet from the Dock Wall after completion of the medical examination, it was considered it would be sufficient to say simply that the vessel should be hauled off from the Dock Wall. Section 4 rendered it prohibitory for passengers arriving at the Ballard Pier inwards to be landed while the examination of outgoing passengers was taking place. The Committee stated that this seemed quite unnecessary, as, in their opinion, there should be no difficulty in arranging to keep incoming and outgoing passengers separate.

Later on the Chamber received from the Bombay Government copies of the papers relating to these regulations, but having already addressed the Health Officer on the subject, the Committee forwarded a copy of their communication to that official with a request that Government would

give favorable consideration to the suggestions therein contained.

In the reply received Government pointed out that the suggestions made by the Chamber related to the Health Officer's *executive detailed regulations* for the inspection of passengers and crews of vessels at Bombay, and did not call for any amendment of the actual rules themselves. The Chamber was therefore asked for its views with regard to the *draft rules* framed in accordance with the Venice Convention. Addressing Government in due course, the Committee stated that they did not find anything in the Convention itself calling for the rules dealing with vessels arriving in Bombay, which was already infected. Further, that they did not see anything to object to in the details of the rules framed by Government, nor did they wish to take exception to the regulations for inward passengers, seeing that only in the case of "infected" vessels would passengers be detained under observation unless the Health Officer on medical examination found them to be likely to spread infection.

At a later date, owing to further representations having been made to the Chamber by Agents and owners of vessels connected with the trade of the Port, the Committee again addressed the Bombay Government with regard to the rules requiring that the crews and passengers of all steamers leaving Bombay should be examined on shore. Seeing that the Venice Convention was not intended to apply to vessels trading between Bombay and ports of India, the Committee suggested that this examination should, in view of the great inconvenience it entailed, be limited to vessels sailing for ports outside India only. On 27th September the Acting Chief Secretary to Government intimated that the Government of India had approved of the examination

being conducted on board in the case of vessels bound for ports in British India, and expressed the hope that this concession would meet the views of the Chamber.

In thanking Government for the concession which it had been good enough to make, the Committee enquired whether Aden was considered to be in British India, and whether it was intended that the concession should be extended to vessels leaving for that port and not beyond. It had been pointed out to the Chamber that it would be a great convenience if the examination of passengers and crews could be conducted on board in the case of vessels bound for that port, and the Committee expressed the hope that this would be allowed if it was not contrary to the rules framed by the Venice Convention.

Towards the end of the year, a reply was received from Government, regretting its inability to extend the concession in question to vessels bound for Aden.—(*Appendix* O.)

INSPECTION OF VESSELS LEAVING BOMBAY ON SUNDAYS.

With reference to the remarks in last year's report on this subject, the Bombay Government, in further addressing the Chamber on 28th March 1898, stated that if the discretion allowed to the Health Officer to refuse to inspect vessels leaving Bombay on Sundays was withdrawn as suggested by the Chamber, it would seem that some check must be placed on unnecessary applications for inspections. It had accordingly been suggested to Government that, with the exception of mail steamers of all nations, ships whose fixed dates of sailing might happen to fall on any of the holidays noted below, and the daily coasting steamers of

Messrs. Shepherd & Co., there should be a fixed fee of Rs. 75 for the inspection of all steamers on Sundays, or on any of the following holidays: New Year's day, Good Friday, the Queen's birthday and Christmas day; and the views of the Chamber were invited with respect to this proposal.

In addressing Government, the Committee stated that while the Agents and owners of steam-ship companies in Bombay, who had been consulted on the subject, were unanimously of opinion that a fee should be charged for inspecting vessels on Sundays and the holidays mentioned, the general feeling seemed to be that Rs. 50 would be a sufficient charge, although if Rs. 75 were fixed, it would of course be paid where there was any urgency for getting a vessel away on a Sunday or holiday.

Later in the year, owing to representations having again been made to the Chamber pointing out the inconvenience caused to agents of steam-ship companies on account of several of their steamers having been detained until Monday, the Committee addressed Government enquiring what decision had been arrived at in the matter; and in the reply received, under date 5th September, it was stated that the question had been referred to the Government of India; but up to the time of compiling this report no final orders had been passed on the subject.—(*Appendix* P.)

RAILWAY EXTENSION.

THE SIRSA-KUCHAMAN ROAD RAILWAY.

Reference was made in last year's Report to this project. In March 1898, the Committee, replying to a communication from Government, asking for the views of the Chamber with respect to the proposed scheme, stated that the line

133565

was a very desirable one for Bombay and one to which they had no hesitation in according their support. Respecting the facts brought to the Chamber's notice by Government, namely, that (1) a metre-gauge line connecting Shadipalli and Balotra was under construction; (2) a survey of a metre-gauge line from Rewari to Kuchaman Road was in hand; and (3) that the Bikanir Durbar was constructing a line north-east from Bikanir towards Batinda, the Committee stated that a further consideration of the subject with this information before them did not in any way modify their views in favour of the proposed Sirsa-Kuchaman Branch. By this route, the Committee pointed out, the distance between these two stations would be reduced by 142 miles as compared with the present route *via* Rewari, and by thus shortening the distance Bombay would be placed in a much more favorable position in her competition for the trade of Northern Panjab, while the line would also open up communication with several large towns *en route*. The metre-gauge line from Shadipalli to Balotra, the Chamber added, would in no way compete with the proposed Sirsa-Kuchaman Branch, unless by forming an alternative route to Karachi; but its main advantage would apparently be to the latter port in shortening the distance between it and Delhi, and to this also the metre-gauge line from Rewari to Kuchaman Road would tend to contribute. The Committee further pointed out that the line under construction by the Bikanir Durbar towards Batinda would certainly be rather more in competition with the line under reference than either of the two others; but even this, the Chamber submitted, would be much longer in distance, and, moreover, would debouch in the direction of Bombay at a more disadvantageous point than Kuchaman Road. In any case the Committee saw nothing in the construction of the three lines mentioned

to materially affect their former decision in favour of the Sirsa-Kuchaman Branch, and it was added that provided Government was satisfied with the financial capacity of the promoters or the Syndicate which they represented, the Chamber would be glad to learn that the construction of the line had received the support of the Government of Bombay.

THE NAGDA-BARA-MUTTRA LINE.

In the Address to Lord Curzon, referred to under another head, the Chamber laid special stress on the advantages that would accrue to the trade of this port by the early construction of this line and added : " It has been a source of great disappointment to us that this scheme, the importance of which is to us so apparent, is still excluded from the Government of India's programme for railway construction, and we avail ourselves of this opportunity to claim for it your Lordship's special and personal attention."

Noticing that the Bengal Chamber of Commerce had addressed the Government of Bengal with reference to the proposed increase of facilities for communication between Calcutta, the North-West Provinces and the Panjab, the Committee took the opportunity in November last of again addressing Government on the subject of the Nagda-Bara-line, pointing out that the predicament in which the trade of the North-West Provinces with Bombay at present found itself—with boycott rates on one side and a broken gauge on the other—had been so fully and so convincingly set forth in previous communications from the Chamber that little on that aspect of the question remained to be added. While the Committee were not concerned to deny the impossibility of finding funds for the immediate completion of all the extensions recognised as desirable, they were uncertain whe-

ther there were not a slight danger that Government might at times lose sight of the relation existing between railway expenditure undertaken in one region and a truly resultant increase of revenue and wealth arising in another region greatly distant therefrom. The proposed line, the Chamber submitted, was so essential to the efficiency of the main trade routes of India, the development of its commerce and the fruition of existent industrial arrangements, that the Committee found it difficult to understand the protracted delay in its commencement. They accordingly requested H. E. the Governor to represent to H. E. the Governor-General in Council that it was a mistake to postpone to the elaboration of systems by which trade was diverted from its natural course and to the construction of lateral extensions, the completion of one of the main routes through which alone such secondary undertakings could find fulfilment, and that although the pressure upon trade produced by such a break in system as at present existed might not be flagrantly obvious, it was not the less operative in sapping and retarding the prosperity on which all revenue ultimately depended.—(*Appendix* Q.)

RAILWAY RATES.

On 19th April 1898 the Bombay Government forwarded to the Committee a copy of a communication from the Government of India with reference to the correspondence published in the report for 1896 relating to the appointment of a Railway Commission to enquire into the preferential rates which, it was alleged, prevailed between the North-West Provinces, the Panjab and Calcutta.

The Government of India at the same time transmitted to the Chamber, through the local authorities, a copy of the minutes of the meeting held at Jabalpur, on 7th

February 1898, between representatives of the East Indian, Indian-Midland, and Great Indian Peninsula Railways, which, it was remarked, would appear to dispose of the question regarding the alleged preferential rates of railway carriage complained of by the Chamber. The following basis of settlement was arrived at at the Jabalpur Conference :—

(1) Traffic between Cawnpore and *via* (for foreign lines), and the length of the East Indian Railway, Khaga to Etawah, and Itarsi and stations on the Great Indian Peninsula Railway between Itarsi and Bombay, including Bombay, and *via* those stations. The rates *via* the two routes, *viz.*, *via* Jabalpur and *via* Itarsi, to be the same; the Great Indian Peninsula Railway to receive for carriage of *via* Jabalpur traffic the same rate to or from Itarsi as to or from *via* Itarsi on *via* Itarsi traffic, and the balance of the charge *via* Jabalpur to be divided between the Great Indian Peninsula and East Indian Railways in mileage proportion, provided that the East Indian Railway proportion shall be in no case less than its authorised minimum. (2) Traffic between Agra and *via* (for foreign lines), and Manikpore and stations on East Indian Railway and connected railways east of Manikpore and *via*, including Howrah. The rate *via* the two routes, *viz.*, *via* Manikpore and *via* Tundla, to be the same; the East Indian Railway to receive for carriage of the *via* Manikpore traffic the same rate to or from Naini junction as to or from *via* Naini, on *via* Tundla traffic, and the balance of the charge *via* Naini to be divided between the East Indian and Indian-Midland Railways in mileage proportion, provided that the Indian-Midland Railway proportion shall be in no case less than its authorised minimum. (3) Traffic between Delhi, *via* Delhi, Ghaziabad, and *via* Ghaziabad; and Bombay. Rates by the broad gauge route to be so

adjusted as to effect and maintain equalisation with the quotations by the narrow gauge route *via* Sabarmati. Rates so arrived at by the broad gauge route to be divided in mileage proportion between the three railways, *viz.*, the East Indian, Indian-Midland, and Great Indian Peninsula Railways. (4) Traffic between the East Indian Railway length, Agra to Delhi, and *via* stations on the length; and Bombay, to be included under head 3, as regards equalisation, the East Indian Railway receiving mileage proportion, subject to a minimum of *one* anna per maund. (5) The East Indian Railway to recognise the right of the Great Indian Peninsula Railway to maintain when necessary, by reduction in its own proportion, the same mileage rates from any station on the East Indian Railway and *via* to Bombay as the East Indian Railway quote to Howrah, from the same station. After such reduction by the Great Indian Peninsula Railway effecting equal mileage rates on the through distances to the two ports of Calcutta and Bombay, no following reductions to be made by the East Indian Railway. (6) Traffic between Howrah and Indian-Midland Railway *via* Manikpore, and *via* Cawnpore. The same mileage rate to be quoted by the East Indian Railway *via* Manikpore, Indian-Midland Railway, for stations other than Agra, as for *via* Cawnpore, Indian-Midland Railway. (7) The East Indian Railway to withdraw the enhanced rates for coaching traffic between *via* Agra; and Delhi and Ghaziabad, and beyond, quoted in its Rate Circular No. 1 of 1898, and to revert to the previous quotations. (8) This agreement shall be subject to cancelment by three months' notice from any one of the three railways concerned, and shall be cancelled in whole, only not with respect to individual clauses. (9) It was agreed that pending an arrangement for the general division of the Cawnpore and Agra traffic referred to in clause III, 1 and 2, of this agree-

ment, the system of division of grain and seeds traffic in force prior to the 1st January, 1898, should be reverted to, all commodities being included in the arrangement. The proportions are 9-16 to Indian-Midland Railway route for Cawnpore and *via* Cawnpore traffic, and 7-16 to East Indian Railway. For Agra traffic 9-16 to East Indian Railway and 7-16 to Indian Midland Railway. For traffic to and from the Khaga-Etawah length, half to East Indian Railway, and half to Indian-Midland Railway. The rates to be charged by both routes are those quoted *via* Itarsi in the Great Indian Peninsula and Indian-Midland Railway Rate Circulars of the 20th November, 1897, and shall have effect from 1st January, 1898. The routing of traffic to be as followed until the 15th February, when the routing herein agreed upon shall be followed. A weekly adjustment to be effected at Agra and Cawnpore, respectively. —(*Appendix* R.)

CARRIAGE OF MATCHES BY RAILWAY.

Replying to an enquiry last year from Government, regarding the packing and conditions of carriage as between safety and other matches, the Committee stated that they did not consider any grounds existed for differential treatment in packing or during transit of safety and sulphur matches.

The matter having recieved the careful consideration of the Government of India, it was notified on 3rd March 1898 that "safety" matches should be held as coming under the definition of "lucifer" matches, and that no distinction should be observed between "safety" and other matches in respect to packing and conditions of carriage.

It will be remembered that the revised rules, passed by Government on 14th July 1896, were limited

only to matches packed in India, and that imported matches were permitted to be carried in the cases in which they were received, provided that these were tin-lined ; the rules regarding the size of planks to be used in the construction of the cases being held in abeyance for a period of twelve months to permit of the question receiving further consideration.

The views of the Chamber of Commerce, the Railway Administrations, and manufacturers having in the meantime been considered by the Governor-General in Council, orders were passed during the year approving of the adoption of the above mentioned rules with the modification suggested in favour of limiting the thickness of the planks to $\frac{7}{8}$ inch instead of one inch in the case of boxes exceeding 4 maunds in weight, the revised rules to be applicable both to matches packed in India as well as to imported matches, and to have effect from 8th March 1898.—(*Appendix* **S.**)

COTTON DUTIES AND TARIFF ACTS.

In the early part of the year the attention of the Chamber was called by certain firms in Bombay to the manner in which zinc paints were assessed under the Tariff Act. The Collector of Customs, in reply to a reference from the Chamber, stated that White Lead Paints and White Zinc Paints were assessed to duty under existing orders not at market values but at tariff rates, and that it had been ruled that when they contained a small quantity of White Lead or White Zinc they should be assessed at market values. The Collector added " I presume that you would suggest that the existing " orders should be modified in the direction of charging " White Paints not marked Zinc or Lead on market values " when they contain a fixed percentage of Zinc or Lead,

"and on tariff rates when they contain more than that "percentage as the tariff values are the market selling "prices for genuine Zinc or Lead Paints. What that "percentage should be you have not suggested." The Committee in thanking the Collector for the information conveyed in his letter stated that he was correct in assuming that they would favor a modification of the existing orders in the direction of charging pure Zinc and Lead Paints at tariff values and the lower grades—which only contained percentages of Zinc or Lead—at market rates. The Committee, however, had not been able to ascertain with sufficient exactitude a precise percentage at which a line should reasonably be drawn, nor had a reference to importing firms in the trade elicited any reliable information on the point. They therefore informed the Collector that, beyond the broad suggestion, they were unable to give any further information on the subject.

At a later date, the Collector intimated that it had been decided to adopt in Bombay the system followed at both Calcutta and Madras, namely, (*a*) to assess *dry* red lead, *dry* white lead or *dry* white zinc, whether pure or adulterated, at the tariff values, and (*b*) to assess, *ad valorem*, all such paints when mixed with oil.

In the closing weeks of the year, the Chamber, in response to a request from the Collector of Customs, and in view of the proposed revision by Government of the tariff values under the Tariff Amendment Act of 1896, recommended that the valuations be reduced in respect of the following articles, namely :—Iron, flat, square and bolt, including Scotch from Rs. 100 to Rs. 97 per ton; Nail Rods, Rs. 104 to Rs. 100 per ton: Sheet Iron, Rs. 122 to Rs. 117 per ton; Steel Hoops, Rs. 145 to Rs. 140 per ton; Sugar, crystallised and soft, from

China, Rs. 12 to Rs. 11 per cwt. As regards Alizarine and Aniline Colours, the Chamber suggested the following reductions in tariff rates :—Alizarine dye, dry, 40 per cent. from Rs. 1-5 to Rs. 1-1 per lb. ; 50 per cent. Rs. 1-8 to Rs. 1-3 ; 60 per cent. Rs. 1-12 to Rs. 1-8 ; 70 per cent. Rs. 2 to Rs. 1-12 ; 80 per cent. Rs. 2-4 to Rs. 1-15 ; 100 per cent. Rs. 2-10 to Rs. 2-4 ; Alizarine dye, liquid, 10 per cent., 4 annas 6 pies to 3 annas 6 pies ; 16 per cent., 6 annas 6 pies to 4 annas 9 pies ; 20 per cent., 8 annas 6 pies to 6 annas 6 pies ; Aniline dye, dry, Rs. 1-8 to Rs. 1-4 ; Aniline dye, liquid, indigo blue, annas 8 to 7 annas 6 pies ; and Aniline Salt or Printing Black, Rs. 1-8 to 8 annas per lb.

Further representations were made during the year by the Standard Oil Company of New York to the Government of India, objecting to the mode at present followed in assessing mineral oil to import duty on a basis of measurement without regard to temperature, and suggesting that the only equitable way of measuring the oil would be to deduce the contents of the package by means of hydrometric tests and calculations based on the weight of the oil and its specific gravity at a temperature of 62° Fahrenheit. In the reply given, the Government of India stated that after fully considering the suggestion and making enquiry from Local Governments and others, they had come to the conclusion that, of the three methods of assessing mineral oil to import duty, namely, (1) by volume ; (2) by weight, and (3) by value, the first, which was that prescribed by No. 16 of the Indian Tariff Act VIII. of 1894, and which had been in force for the last ten years, was the best suited for the purpose. Further, that it had not been practicable to make allowances for temperature, and the oil must be dealt with in the condition in which it actually was at the time it became liable to duty. Moreover, as any change in the

method of levying duty on mineral oil might differently affect the several kinds of that oil in the market, it was, in the opinion of the Government of India, not expedient to alter the conditions under which the trade in that article had been so long carried on.

In submitting to the Commissioner of Customs, Salt, Opium and Abkari, the Annual Report on the working of the Indian Cotton Duties Act in the Bombay Presidency for the year 1897-98, the Collector of Customs made the following remarks :—

"There was a considerable increase in the amount of yarn spun over the return for 1896-97 and a slight increase over the return for 1895-96. This increase was heaviest in the counts up to 24, and also considerable in the finer counts up to 40. On the other hand, in the finest counts from 41 to 80, there was a decrease, which is attributed not to the discontinuance of weaving fine cloth, but to the use of English yarn in preference to importing raw American and Egyptian cotton and spinning it here. The figures of cotton goods show only issues from the mills, so that it is impossible to ascertain the actual amount woven during the year. The total issues, though doubtless considerably less than in 1895-96, appear to have slightly exceeded those of 1896-97, but there was a considerable increase in the amount of duty collected owing to the large decrease in the issue of free goods under Section 41 of the Act. There now remain only about 1,000,000 lbs. of duty-free goods in stock ; this should in all probability be all cleared off during the current year. The total loss of revenue to Government from the beginning, by the exemption under Section 41 of the Act, may be estimated at two lakhs of rupees. Taking the figures for Bombay and the mofussil separately, the issues in Bombay are estimated to have decreased by 14 per cent., and in

the mofussil to have increased by 4½ per cent. on the previous year's figures. When it is remembered that the previous year's issues in Bombay were considerably less than those of 1895-96, it will be seen that the effect of two years of plague on the industry in Bombay has been serious. It is reported that the duty was realised without difficulty, and it is satisfactory to note that there was considerable improvement in the punctuality with which the mills submitted their returns during the year."

A revised schedule embodying all the alterations made since the Indian Tariff Act of 1894 was passed is appended to this report, a reference being given in foot-notes to the Notifications authorising the modifications which have, from time to time, been issued by the Government of India in exercise of the powers conferred by Sections 22 and 23 of the Sea Customs Act VIII of 1878, and have therefore the force of law.—(*Appendix* T.)

THE INDIAN MERCHANDISE MARKS ACT.

A memorial addressed to Her Majesty's Secretary of State from certain firms of Scotch dyers regarding the importation into India from Germany and Switzerland of dyed yarns of lengths less than the minimum prescribed under the Merchandise Marks Act, led to a lengthy correspondence between the India Office, the Government of India, the Glasgow and Manchester Chambers of Commerce, Messrs. McGrigor Donald & Co. and others; and later on the Manchester Chamber suggested that, in order to secure a uniform and correct description of dyed yarn, each bundle should be marked with the count or number of the yarn in its original undyed condition, and also with the number of hanks of the dyed yarn contained in the bundle. This suggestion was endorsed by the Glasgow Chamber of

Commerce; and the Government of India, after consideration of the proposal, came to the conclusion that its adoption presented an acceptable solution of the question at issue. It was accordingly decided to issue a Notification to be substituted for rule IV of the rules for the guidance of Criminal Courts in giving effect to the provisions of the law relating to Merchandise Marks; and in sending a copy of the proposed Notification to the Secretary of State for India, it was intimated that it would be issued three months after its receipt at the India Office. The Notification was as follows :—

"Every bundle of *dyed cotton yarn* shall have applied "thereto the count or number of the yarn in its original "undyed condition (grey yarn) and also the number of "hanks of dyed yarn contained in the bundle. Such "description shall be accepted as indicating length only, "the hank being taken to measure 840 yards, and it shall "be deemed to be false in a material respect if the aver- "age length of the hanks in a bundle is less than 819 "yards."

In the meantime objections were raised to the proposed Notification by Scotch dyers and the Glasgow Chamber of Commerce, the latter body, after full reconsideration of the subject, and with further information before them, having come to the conclusion that the proposed alteration in the law was unnecessary and inexpedient, and that it was impossible for Custom House officials to tell the counts of the original grey yarns when submitted to them in their dyed state.

The correspondence was in due course submitted to the Bombay Chamber of Commerce by the Government of India for an expression of opinion. The Committee on receipt of the papers consulted the firms interested in the trade,

and, having given the matter very careful consideration, informed the Government of India that they agreed with the opinion expressed by the Glasgow Chamber in the matter, namely, that the proposed alteration in rule IV. was unnecessary and inexpedient.

At the end of the year the Chamber received a communication from the Department of Finance and Commerce stating that, after a careful consideration of the views of persons concerned in the proposed rule, the Government of India had decided not to make any change in the existing regulations.

In exercise of the powers conferred by Section 19 A, Sub-Section (2) of the Sea Customs Act, and Section 20 of the Indian Merchandise Marks Act, the Governor-General in Council was pleased to direct (under Notification No. 2887 S. R., dated 30th June 1898,) that the following rules should be substituted for rules 7, 8 and 9 of the rules published with the Notification of the Government of India in the Finance and Commerce Department, No. 1430, dated 6th April 1891 :—

" (7.) An examination of yarns to test the accuracy of " the description of count or length shall be made, in the " first instance, up to the limit of one bundle in every one " hundred bales or fraction of one hundred bales in the " consignment. (8.) If on such examination the difference " between the average count or length and the described " count or length is in excess of the variations permitted in " paragraphs III and IV of the Notification of the Govern- " ment of India in the Home Department, No. 1474 (Judi- " cial), dated the 13th November 1891, the importer may " require a further examination to be made up to the limit " and on the conditions stated in rule 9. (9.) The test to

"determine length of yarns shall be applied as follows:
"From every one hundred bales, or fraction of one hundred
"bales, in a consignment, one bundle should be selected at
"random. The hanks in this bundle should then be
"measured on the wrap-reel, one after the other, in the pre-
"sence of a representative of the importer, and the lengths
"noted, the process being continued (within the limit of the
"bundle) until either the importer is satisfied that the yarn
"is short, or the average of the lengths noted shows that it
"is of full length. When the importer is dissatisfied with
"this test, he may, on payment of the cost, require the
"Customs' Collector to measure more hanks up to 1 per
"cent. of the total number of hanks in the consignment, such
"hanks being taken at random by an officer of Customs
"out of any bundles in the consignment."

The practice followed by the Collector of Customs at Calcutta of condemning, under the Indian Merchandise Act, importations of Cotton Yarn, when the net weight of a 10-lb. bundle was found on weighing it in the state as imported, to be one or two ounces less than 10 lb., was brought to the notice of the Manchester Chamber of Commerce in July last, and formed the subject of a memorial from that body to Her Majesty's Secretary of State for India. The Manchester Chamber pointed out that in England and throughout the European Continent the recognised method of testing yarn for the purpose of ascertaining its weight was to reduce the sample tested to its absolutely dry condition, and to ascertain its weight in that condition. To such ascertained weight 8½ per cent. was added, the result being the normal or "conditioned" weight. To the extent that the actual weight before testing was found to vary from this normal weight the yarn is said to hold an excess or deficiency of moisture. This method was applied alike to raw cotton, cotton yarn

and cotton cloth, whenever testing for moisture was undertaken, and the Manchester Chamber suggested the propriety of adopting the same system at the Indian Custom Houses.

The Manchester Chamber also communicated with the Bengal Chamber of Commerce on the subject, and in reply to a reference from the latter body the Committee stated that they were in full accord with the representations of the Manchester Chamber. At the same time they pointed out that so far as they were aware the Custom House authorities in Bombay had never given importers any cause for complaint.

In June last, the attention of the Committee was called by a firm—members of the Chamber—to the obstruction caused by the Custom House with respect to the measurement of reels of cotton thread imported into Bombay. The length marked on each reel was 200 yards, but the actual tests in certain cases showed shorter lengths. The Custom House authorities on the ground that only a margin of one per cent. could be allowed for shortage, insisted upon the length label being removed from each reel, with the exception of certain packages, thereby causing a serious reduction in the sale price of the threads. The firm in question contended that absolute exactness of length in reeled cotton was impossible of attainment; that bundled yarn could be made much more accurately to the specified length than reeled cottons; that the reels were made with the utmost care to an exact gauge, and then filled up with cotton, and that some irregularity must naturally occur in length. The importing firm was accordingly of opinion that a margin of one per cent. for shortage was insufficient for reeled cotton, and requested the Chamber to take steps to get this margin increased to say 2½ per cent. average for each count in a shipment.

A careful perusal of the correspondence placed before the Chamber showed that a strong case had not been made out for a revision of the rule, and the Committee did not therefore feel called upon to approach Government on the subject. The margin of one per cent. for shortage—as provided by the rules under the Indian Merchandise Marks Act—had been decided upon by Government with the concurrence of the Chamber; no complaints had been received from other members on the subject, and in the case brought to the notice of the Chamber the results of the testings quoted in the correspondence did not constitute a good basis to go upon, as several of the ascertained shortages greatly exceeded any margin which the Chamber could reasonably suggest or support.

The following is a summary of the Reports on the proceedings taken by Customs officials under the Indian Merchandise Marks Act IV. of 1889, during the year 1897-98 :—

(*d*) false description.
(*e*) false origin.
(*f*) false length (piece-goods).

The number of detentions during the year (1,508) was smaller than in the preceding year (1,556) by 3 per cent. In Bengal there was a decline in cases under clauses (*d*) and (*e*), sub-section (1), section 10 of the Act, the total number of cases having been 198 and 4 compared with 227 and 12 in the preceding year. There was, on the other hand, a slight increase in cases under clause (*f*) (174 against 134 in 1896-97). In Burma there was a marked falling off in the total number of detentions (42 against 87 in the preceding year), which is ascribed to the fact that both British and Foreign manufacturers are endeavouring to comply with some, at any rate, of the requirements of the Act, though the improvement in cases under clause (*f*) was slight, the number of such cases

having been 20 against 28 in the year 1896-97. There was a very remarkable decrease in the number of detentions in Madras (89 compared with 204 in the preceding year), which is attributed to importers being better acquainted with the requirements of the law and possibly to their knowledge of the fact that very extensive examinations of goods were being made in the Madras Custom House. In Bombay the number of cases under clauses (*d*) and (*e*) was about the same as in the preceding year, but there was a decline in cases under clause (*f*) (67 against 127 in 1896-97) said to be mainly due to the fact that the provisions of the Act as regards the stamping of lengths on piece-goods are more generally known, and the necessity for compliance therewith more fully realised. There was a very large increase at Karachi in cases under all three clauses (*d*), (*e*) and (*f*), the number having been 171, 171 and 47, respectively, compared with 90, 114 and 9, respectively, in the year 1896-97. This increase is attributed to larger imports passing through Karachi, and to the detention of goods infringing clause (*e*) imported from the Persian Gulf and Cutch ports, which were previously passed unnoticed owing to the shippers of the goods, which consist mainly of wet and dry dates, almonds, raisins, &c., being unacquainted with any European language.—(*Appendix* U.)

RATE OF EXCHANGE FIXED BY THE CUSTOMS' AUTHORITIES.

With the view of ascertaing the procedure followed by the Custom House in fixing the rate of exchange, month by month, for the purpose of finding the rupee values of sterling invoices, the Committee, at the request of a member, addressed the Collector of Land Revenue, Customs and Opium in Bombay in July last asking for information on

the subject. In reply the Collector explained that the average of the demand rate of exchange for the month of July last, as deduced from the daily rates furnished by the Bank of Bombay, was 1·3$\frac{6}{32}\frac{1}{2}$ per rupee; that on the basis of Rs. 10 to the pound sterling, this average rate would give a loss of 52·18 per cent. on account of exchange; to make up for this loss on exchange it was necessary to add the above mentioned percentage to gross sterling values in converting them into Indian currency at a rate of Rs. 10 to the pound sterling. Besides this, 1·57 per cent. had been added for landing and wharfage charges, &c., which were not included in home invoices; that it was the practice to add from 1 to 2 per cent. on account of landing and wharfage charges, &c., the exact percentage added, within these limits, being one which would round off figures and simplify calculations; the percentage to be added to gross sterling invoice values during the month of August had been taken as 52·18+1·57=53·75, which worked out a rate of Rs. 15-6-0 to the pound sterling.

CERTIFICATES OF ORIGIN FOR GOODS SHIPPED TO SPANISH PORTS.

Under date of 31st January the Vice-Consul for Spain at Bombay intimated to the public that Certificates of Origin required by the Spanish authorities in connection with merchandise imported into that country would have to be made out on a new form in future, and that the document would have to be attested by one of the following authorities, namely:—The Chamber of Commerce, the Mayor, the Police Magistrate, and the Collector of Customs. No instructions, however, having been received by the Customs authorities in Bombay, the Collector—who had previously attested these certificates—declined to admit any

alteration in the old form without the sanction of Government. The Committee were accordingly appealed to by several members of the Chamber who asked that Government should be addressed with the view to obtaining the necessary sanction for the altered form to be observed by the Collector of Customs, and that pending orders on the subject the Secretary of the Chamber should be authorized to accept declarations in regard to goods shipped to Spain. This request the Committee immediately complied with, and in addressing the Bombay Government in the matter they took the opportunity of suggesting at the same time that the convenience of members would be greatly promoted if instructions were issued to the Collector to accept the signatures of leading firms on these documents without requiring the presence of their representatives at the Custom House. The present procedure, they pointed out, entailed on shippers much inconvenience and delay which the Committee suggested could be obviated at any rate in the case of firms whose signatures were known to the Customs officials.

Replying in due course, Government intimated that the Collector of Customs had been authorized to adopt the new form of certificate referred to, subject to the alteration that the origin or manufacture of the goods mentioned in it should be specified as British Indian, Native Indian, Persian, Arabian or Chinese as the case might be. With regard, however, to the Chamber's other suggestion Government regretted their inability to comply with it, pointing out that it was incumbent on the shippers to sign the new form of certificate in the presence of the Collector, that it would be unpleasant if any question arose on this point, and it was necessary to admit that the certificate had not been signed in the presence of that official.—(*Appendix* V.)

TREATY OF COMMERCE AND NAVIGATION BETWEEN GREAT BRITAIN AND JAPAN.

Messrs. Tata and Sons—members of the Chamber—addressed the Committee on 2nd August 1898, with reference to the Treaty of Commerce and Navigation entered into between Great Britain and Japan in August 1894. From the copies of correspondence put before the Chamber, it appeared that the Treaty had two different objects—one was personal to the subjects of the two contracting parties, and the other applied to commerce and navigation and cognate matters. In the first place it seemed that the subjects of each of the two contracting parties had full liberty to enter and to travel or reside in any part of the dominions of the other. They were to have free access to the Courts of Justice. In whatever related to the rights of residence and travel, the possession of goods and succession to personal estate, &c., the holding and disposal of property and other matters, the subjects of each party were to be upon the same footing as native subjects. They were not to pay unequal taxes and were to be exempted from military service. There were also other clauses which related to reciprocal freedom of commerce between the two countries, the imposition of duties, the importation of tonnage, harbour, lighthouse, &c., and certain other international purposes.

The 19th section of the Treaty was as follows:—"The stipulation of the present treaty shall be applicable so far as the laws shall permit to all colonies and foreign possessions of Her Britannic Majesty excepting to those herein named." Among the excepted possessions was India.

There was also a proviso that the stipulations of the Treaty might be made applicable to any of the excepted

colonies by a notice from Her Majesty's representative at Tokio to the Japanese Government within two years from the date of the application of the treaty, but it appeared that no such notice had yet been given.

In a letter from Her Majesty's Principal Secretary of State for Foreign Affairs under date of 20th June 1898, it was stated that the Government of India had not deemed it expedient that the new Treaty with Japan should be made applicable to that country. Further, that the Japanese Civil Code provided that foreigners should enjoy all the civil rights enjoyed by Japanese subjects, except such as were expressly denied to them by legislation, as, for instance, the right to hold land in fee simple, and that of owning and publishing newspapers, and that with regard to trade and commerce, the position of India and of non-adhering Colonies would be no doubt affected, since goods from such British possessions would be subject to the Japanese General Tariff instead of the Conventional Tariff under the Treaties with Foreign Powers.

Messrs. Tata and Sons, in bringing the matter to the notice of the Chamber, stated that the question involved appeared to them to have a very important bearing on the trade of Bombay with Japan, and that they saw no reason why the Government of India should not deem it expedient to make the new Treaty applicable to India as well, considering the vast and important interests which many of its subjects held in Japan.

On 5th August 1898, the Committee addressed the Secretary to Government, General Department, Bombay, calling attention to the matter and requesting to be furnished with any information that might be in the possession of Government as to the position merchants in India

would occupy under the Treaty in question when the same came into force; also whether the time for adhering to the new Treaty had expired, and whether the Government of India had come to a decision on the subject. To this reference no definite reply had been received up to the time of compiling this report.—(*Appendix* W.)

OPINIONS AND DECISIONS OF THE COMMITTEE ON SHIPPING AND OTHER MATTERS.

The following opinions and decisions were given by the Committee during the year on the more important cases referred to the Chamber :—

Shipment of Seeds in double bags.—Under date of 8th February Messrs. Turner Morrison & Co. addressed the Committee stating that they were shipping 258 tons of seeds for Genoa on through Bill of Lading; but that as the cargo was packed in double gunny bags, the steamer agents claimed extra freight. As the freight was made payable on 'net weight delivered,' the firm requested the opinion of the Committee as to whether the agents of the steamer were justified in demanding extra freight on account of the cargo being packed in double bags.

The Committee held that in the case brought to their notice the ship was not entitled to any allowance for the extra bags carried, and Messrs. Turner Morrison and Co. were so informed.

Payment of Extra Wharfage Fees.—Owing to the strike of cartmen in March 1898, the Standard Oil Company of New York were unable to remove and store in their godowns a large number of cases of kerosine oil which were lying at the time on wharf at Powder Works Bunder.

The representative of the Company in Bombay, in calling the attention of the Committee to the matter, desired to be informed whether the oil would be liable for extra wharfage fees after the seventh day of its having been landed ; and whether the days of strike would be counted by the Port Trust in the same manner as Sundays and some of the recognized public holidays. Further, that the Company had a ship loaded with kerosine oil in Bombay, but that owing to the strike of local lighters and labourers, they had been unable to take discharge of any of the cargo. The Committee were also asked for an opinion as to whether the days of strike should be counted as non-working days.

Replying to the first enquiry the Committee stated that they considered it unlikely the Port Trustees would, under the circumstances, enforce payment of extra wharfage fees, both the Railway Companies having decided to forego demurrage for the same period. Should, however, the Trust insist on payment, the Committee considered the best course would be for the Company to pay the amount under protest and apply for a refund. As regards the second enquiry, the Committee were of opinion that the Company's liability under their Charter-party would depend on the legal interpretation of its clauses and conditions, but that if a dispute arose between the Company and the Captain or Agent of the ship, the Committee would be glad to undertake the settlement of same under the arbitration rules of the Chamber, provided both parties agreed to abide by the decision as final.

Working Days in the Docks.—Owing to the strike referred to in the preceding paragraphs, steamers were unable either to load in dock or discharge cargo in the stream, notwithstanding the fact that cargo was alongside

and lighters ready to receive cargo. The Bombay Company, Limited, asked the Committee to decide whether the 11th, 12th, 14th and 15th March, 1898, should, under the circumstances, be counted as working days or the reverse for steamers.

The Committee considered that the days in question should be counted as non-working days, on account of the labourers' strike, but at the same time they pointed out that this was an opinion only and carried no legal weight.

Rules governing the Discharge of Cargo by Vessels arriving at Bombay.—On 13th April Messrs. Craigie, Lynch and Owen requested information as to whether there was any custom in regard to the place of discharge of cargo by ships from the United Kingdom where the Bill of Lading was headed "Eastern Trade Bill of Lading outwards," and the cargo was to be discharged "at the Port of Bombay." Messrs. Craigie, Lynch and Owen wished to know whether the master of the vessel was bound by custom to discharge in the stream if required to do so by the consignees, if the discharge under the Charter-party was to be at the port of Bombay, or could the master insist upon discharging in Dock; in the case of a ship loaded say, with railway material (*a*) where the whole cargo was consigned to a single consignee, and (*b*) where the cargo was consigned to several consignees.

In the reply given, the Committee stated that there was no rule governing the discharge of cargo by ships coming into the port of Bombay. For vessels with general cargo, it was almost the universal custom to discharge in Dock, but unless there was anything in the Charter-party or Bill of Lading to the contrary, they considered it was optional with the captain to discharge in the stream.

Shipment of Cargo from the Stream.—On 13th June, Messrs. Sanday & Co. enquired whether in the monsoon they were bound to send cargo alongside in the stream, there being no clause whatever in their shipping order referring to loading in stream or dock. They also desired information as to whether in the event of their having to load in the stream, their lay days would count in weather such as prevailed at the time of their reference. A decision was further requested as to whether the days mentioned by Messrs. Sanday & Co. should be counted as working days in the stream.

The Committee gave it as their opinion that speculators were within their rights in asking Messrs. Sanday & Co. to send cargo alongside in the stream. As regards weather working days in the harbour the Committee stated that they were not in a position to decide on this point.

Wharfage Dues Incurred on Export Cargo.—The question as to the party responsible for the extra wharfage fees incurred on cargo sent alongside and detained, was referred to the Committee for opinion by Mr. J. Fachiri—a member of the Chamber—on 18th June. It was pointed out that cargo was sent alongside in terms of the shipping order and at the repeated request of the chartering party; that the cargo remained alongside for some time and that a portion of it eventually incurred extra wharfage.

The Committee were not aware of any definite ruling governing the point brought to their notice, but were of opinion that under the circumstances stated by Mr. Fachiri, the charterers would be liable for the extra wharfage fees incurred.

Notice of Readiness to Load.—Messrs. Killick, Nixon and Co., on 4th July, asked for the Chamber's opinion as to

when the usual 24 hours' notice of readiness of a steamer to load should expire if served at 10 a.m. on a non-weather working day, or on a day preceding a Sunday or Charter-party holiday.

The Committee held (1) that the fact of a day being a non-weather working day would not affect a notice of readiness of a steamer to load, and (2) that in case of a twenty-four hours' notice of readiness being given on the day prior to a Sunday or Charter-party holiday at 10 a.m., the twenty-four hours would be deemed to expire at 10 a.m. on the day succeeding the holiday. In reply to another reference from the same firm, it was added in explanation that notice of readiness would count the same whether the day on which it was given or the day following were or were not weather working days, and that at the expiration of the twenty-four hours weather working days under Charter-parties would be computed in the ordinary way.

Payment of Survey Fees.—Messrs. C. Macdonald & Co. desired to know whether in the case of a dispute being put to survey, the dealer had to pay the fees whenever the amount awarded was *less* than the outlay for fees. The Committee replied on 22nd September that there was no rule in the Chamber bearing on the point, nor was it the custom of the market so far as they were aware.

Weather working Days in Docks.—The following decisions regarding working days or the reverse for steamers in the Prince's and Victoria Docks were given by the Committee during the monsoon months of the year, the

parties concerned having in each case undertaken to abide by the decision of the Chamber :—

11th June...	...	... Non-working day.
14th „ ...	...	} Half working days.
15th „ ...	...	
16th „ ...	...	
17th „ ...	...	} Full working days.
18th „ ...	...	
30th „ ...	...	
6th July...	...	... Half working day.
13th „ ...	...	... Non-working day.
15th „ ...	...	} Full working days.
16th „ ...	...	
22nd „ ...	...	... Non-working day.

ARBITRATIONS SUBMITTED TO THE CHAMBER.

Under the rules passed by the Chamber in 1885, in connection with piece-goods disputes, 34 cases were, during the year 1898, decided by the Chamber.

One special arbitration only, on other than piece-goods, was submitted to and decided by the Committee in May last, the parties concerned being Messrs. Killick, Nixon & Co., as agents for owners, and Messrs. Turner Morrison & Co., as agents for charterers of the s.s. 'Stanley Hall.' The claim preferred by Messrs. Killick, Nixon & Co. on Messrs. Turner Morrison & Co. was for three days' demurrage at the rate of Rs. 600 per day, alleged to have been incurred in the discharge of a cargo of coals brought by the s.s. 'Stanley Hall' from Calcutta to Bombay. The cargo loaded according to the bill of lading was 5,500 tons, and the net quantity discharged was 5,513½ tons. The charter-party was dated 18th March 1898, at which time serious labour difficulties existed in Bombay, particularly in connection with the discharge of coals; and the clause in the charter as regards loading and discharging was as follows:—"Eighteen working days altogether to be allowed to the charterers for loading at Calcutta and discharging in Bombay." Ten days were consumed in loading the steamer in Calcutta,

and no dispute existed on that point, as it was admitted by the bill of lading that eight working days remained for discharging in Bombay.

A Special Committee was in the usual way appointed to deal with the matter, and the members thereof having regard to the conditions of labour at the time of discharge) decided as follows :—

That the steamer should have been capable of discharging the cargo in ten days;

That the charterers having only left themselves eight working days for discharge, have thereby rendered themselves liable for two days' demurrage;

That the steamer having worked on two Sundays for her own convenience, the charges for working on Sundays should be paid by her.

With respect to the claim for demurrage on boats, the Special Committee were of opinion that the charterers on the first three days manifestly sent boat tonnage alongside far in excess of what the ship could be reasonably expected to discharge; while on the average of the other days they had not provided a larger margin of tonnage than the ship could reasonably have expected to be sent alongside. The Special Committee therefore did not consider that the claim for demurrage on boats should be allowed.

COTTON.

There has been nothing in connection with this staple before the Chamber during the year, but the subjoined figures regarding the extent of the crop and its disposal are embodied in the report for reference.

The receipts for the past season 1897-98 show an increase of 118,000 bales on that of 1896-97 or equal to 7·32 per cent., but a decrease of 95,000 bales on the aver-

age of tle last ten years or say 5·20 per cent. If, however, the caleidar year be taken, the percentages work out very differenty as against those of 1897 ; the receipts for the year enting 31st December 1898 show an increase of 437,000 bales or equal to 29·85 per cent. and against the average of the past ten years they show an increase of 67,000 baes or 3·65 per cent. For purposes of comparison the arrivas of each growth are shown in the annexed statement in thousands of bales in each of the past four seasons and four calendar years and the average of the decades in the same periods :—

(Receipts of Cotton into Bombay of each growth.)

(000's omitted)

Growths.	Seasons, July 1st to June 30th.					Calendar Years.				
	97-98.	96-97.	95-96.	94-95.	Average 86-87 to 95-96.	1898.	1897.	1896.	1895.	Average 87 to 96.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Khandeish	354	263	319	241	293	379	242	272	325	296
Barsee & Nuggar ...	92	88	106	56	120	93	83	106	71	121
Berar	425	299	406	215	323	544	271	337	326	325
Total Oomras ...	871	650	831	512	736	1,016	596	[illegible]	722	742
Hingunghat	11	11	15	1	13	12	9	12	8	12
Dhollera	304	258	447	396	354	319	261	432	414	392
Broach	154	141	216	105	163	157	141	216	105	163
Coompta & Dharwar	71	113	140	207	154	88	83	132	196	156
Western	14	33	28	25	26	29	17	35	27	27
Bengal	262	362	381	235	273	251	311	326	375	277
Sindh	27	34	68	34	42	16	35	63	42	42
Persian	3	4	14	6	18	1	5	9	11	17
Other Sortr	13	6	10	18	6	12	6	8	16	6
Total.....	1,730	1,612	2,150	1,539	1,825	1,901	1,464	1,948	1,916	1,834

As will be perceived from the following statement the shipments to Europe in the past season were 424,000 bales as against 603,000 bales in the previous year, showing a decrease of 179,000 bales or 29·68 per cent., the falling off in shipments to Great Britain being 59·37 per cent. and to the Continent 28·02 per cent. The figures as given will show that shipments to Great Britain have almost reached a vanishing point, and this, of course, must be attributed to the fact of Lancashire spinners having almost given up using Surats. The very serious decrease in the shipments to the Continent is due to the large American crop of last year with a corresponding ample supply of the staple and the moderate rate for the American cotton having induced a very considerable substitution of American cotton for Surats. To this must be added the fact that the increased enquiry from Japan and the requirements of local mills rendered local rates more independent of fluctuations on the other side and caused our local prices to rule dear, rendering business with the Continent difficult. To China and Japan the exports show a further slight increase of 12,000 bales or 3·29 per cent. The increase in this direction was slight owing to the large quantities of American Cotton imported into Japan during the past season, but this season the exports show a marked increase, and if the calendar year be taken, it will be found that China and Japan have taken 465,000 bales against 407,000 bales in 1897 or an increase of 14·25 per cent. This is to be attributed to the heavy shipments made to Japan during the last three months of the past year as compared with the corresponding period in the previous year. The aggregate shipments to foreign and Coast Ports showed a total of 833,000 bales as against the previous season's shipments amounting to 1,008,000 or a decrease of 17·36 per cent.

The consumption of the Bombay Island Mills amounted to 817,000 bales, the total for 1896-97 being 703,000 bales.

The figures are as follows :—

(Exports of Cotton and Mill consumption.)

(000's omitted)

To	Seasons, July 1st to June 30th.					Calendar Years.				
	97-98.	96-97.	95-96.	94-95.	Average 86-87 to 95-96.	1898.	1897.	1896.	1895.	Average 87 to 96.
Great Britain.....	13	32	72	28	176	14	28	69	33	171
Continent	411	571	728	498	807	476	464	703	591	808
Total Europe.	424	603	800	526	983	490	512	772	624	979
Japan, China, &c..	376	364	305	95	93	465	407	312	145	100
Calcutta & Coast..	33	41	45	48	42	36	41	43	40	43
Total Eastwards.	409	405	350	143	135	501	448	355	185	143
Total Exports.....	833	1,008	1,150	669	1,118	991	960	1,127	809	1,122
Mill Consumption.	817	703	850	815	676	*817	*703	*850	*815	*676
Grand Total..	1,650	1,711	2,000	1,484	1,794	1,808	1,663	1,977	1,624	1,798

* Years ending 30th June.

Summarising the foregoing tabular statement we find that the receipts of Cotton into Bombay, including the quantity carried forward from the previous season, were distributed last season as follows :—

Exported to Great Britain	7·79	per cent.
" " Continent.....	24·91	"
" " Japan and China.....	22·78	"
" " Calcutta and Coast.....	2·00	"
Total exported	50·48	"
Consumed by local Mills.....	49·52	"
	100·00	"

The following figures show the clearances from Bombay to each European port in the past two years. Compared with the preceding 12 months, the total shipments show a decrease of 21,355 bales or 4·17 per cent :—

(Actual Clearances of Cotton from Bombay to Europe during the Years 1897 and 1898.)

To	1898.			1897.			Increase or Decrease.	Percentage.
	6 months ending 30th June 1898.	6 months ending 31st Dec. 1898.	Total for 12 months.	6 months ending 30th June 1897.	6 months ending 31st Dec. 1897.	Total for 12 months.		
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool	11,801	2,432	14,233	27,140	327	27,467	—13,234	—48·18
London	.....	5	5	625	274	899	—894	—99·44
Marseilles	5,945	3,035	8,980	3,605	1,200	4,805	+4,175	+86·88
Havre	15,785	3,217	19,002	22,545	1,087	23,592	—4,590	—19·45
Dunkirk	25,329	4,526	29,855	36,656	1,787	38,443	—8,588	—22·33
Rouen	.....	.....	.....	400	.....	400	—400	.....
Antwerp	56,670	21,245	77,915	84,935	3,764	88,749	—10,834	—12·20
Ghent	400	685	1,085	1,547	357	1,904	—819	—43·01
Bremen	2,310	1,045	3,355	7,170	.....	7,170	—3,815	—53·20
Hamburg	64,860	29,088	93,948	74,718	9,557	84,275	+9,673	+11·47
Barcelona	.....	.....	.....	100	.....	100	.....	.....
Genoa	58,639	11,961	70,600	71,966	10,135	82,101	—11,501	—14·00
Naples	8,090	3,059	11,149	6,949	1,900	8,849	+2,300	+25·99
Venice	38,497	11,977	50,474	22,770	7,750	30,520	+19,954	+65·31
Leghorn	1,665	300	1,965	100	100	200	+1,765	+88·25
Trieste	85,012	18,709	103,721	98,958	6,942	106,900	—3,179	—2·97
Fiume	3,287	990	4,277	4,845	330	5,175	—898	—17·35
Gothenburg	.....	.....	.....	200	.....	200	—200	.....
Constantinople	.....	.....	.....	150	.....	150	—150	.....
Total ...	378,290	112,254	490,544	466,389	45,510	511,899	—21,355	—4·17

The subjoined table gives the receipts of the earlier growths as from November 1st up to the end of the past year :—

(*Receipts at Bombay in November and December of the annexed years and the total for the first six months of each season since* 1890.)

In thousands of Bales.

Growths.	1898	1897	1896	1895	1894	1893	1892	1891	1890
Khandeish	65	44	63	115	34	53	68	28	73
Berar	163	43	72	141	33	53	47	16	42
Total Oomras...	228	87	135	256	67	106	115	44	115
Hingunghat	3	1	3	2	...	1	5	...	6
Bengal	40	29	88	129	20	56	42	7	65
Total New Crop...	271	117	226	387	87	163	162	51	186
Old crop growths from 1st July to 31st December	152	135	175	216	141	170	141	186	134
Total old and new growths for 6 months	423	252	401	603	228	333	303	237	320

WHEAT.

Both the area under wheat and the outturn of that grain during the twelve months have exceeded expectations.

The acreage for 1897-98 as compared with the average of the previous five years showed a decrease of five and a half per cent., and as compared with the average of the five years previous to the two past years of abnormal scarcity a

decrease of twelve per cent. Such shrinkage in area necessarily ensues upon a period of famine.

The outturn for 1897-98 as compared with the average of the previous five years gave nevertheless an increase of 8 per cent., and as compared with the five years previous to the two years of failure an increase of 1·2 per cent.

The acreage for 1897-98 was 22·5 million acres as against 19 millions in 1896-97, an increase of 18·27 per cent. ; while the outturn showed an increase of 33 per cent., the actual figures being 6·5 million tons against 4·89 tons in the previous year.

(Total Acreage and Outturn in each Official year from 1884-85 *to* 1897-98.*)*

Year.	*Acres.*	*Outturn in tons.*
1884-85	... 27,820,000	8,013,000
1885-86	.. 27,393,000	7,739,000
1886-87	... 26,735,000	6,391,000
1887-88	... 26,855,000	7,149,000
1888-89	... 25,912,000	6,362,000
1889-90	... 24,773,000	6,123,000
1890-91	... 26,576,000	6,876,000
1891-92	... 24,482,000	5,535,000
1892-93	... 26,429,000	7,193,000
1893-94	... 24,370,000	6,239,000
1894-95	.. 25,994,000	6,279,000
1895-96	... 23,242,000	5,511,000
1896-97	... 19,024,201	4,892,879
1897-98	... 22,501,561	6,506,820

The following table shows that while the outturn of the Punjab increased by 400,827 tons or 21·4 per cent., the provinces from which Bombay mainly draws its supplies :—*e.g.* Bombay, Central Provinces, Berar, Rajputana Central India, Sind and Hyderabad—have increased their outturn by 692,248 tons or 59 per cent., the most notable increases being that of 296,648 tons or 103 per cent. in Bombay itself, and 13,670 tons or 115 per cent. in Berar.

(Share of each Province of Acreage and Outturn for 1896-97 *and* 1897-98.)

Provinces.	AREA.			OUTTURN.		
	Average of previous 5 years.	Of current year's crop (1897-98.)	Of previous year's crop (1896-97.)	Average of previous 5 years.	Estimated yield of current year (1897-98.)	Yield of previous year (1896-97.)
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.
Punjab	7,290,700	8,013,800	6,584,300	2,061,535	2,272,893	1,872,066
North-Western Provinces & Oudh	4,536,716	4,552,147	3,772,820	1,456,835	1,773,488	1,460,340
Bengal	*1,522,100	1,573,400	1,341,700	*460,800	594,700	386,900
Central Provinces.....	3,633,265	2,162,189	1,969,623	569,138	540,896	332,645
Bombay.....	2,415,979	1,860,623	1,446,741	608,376	584,650	288,002
Sind	521,486	571,384	406,752	153,876	171,045	116,407
Berar	887,476	390,378	381,425	77,060	25,511	11,841
Nizam's Territory	1,152,107	1,091,408	852,643	60,870	36,878	23,010
Rajputana*(a)*	1,461,109	1,151,980	1,219,139	355,053	282,955	271,286
Cetl. India.*(b)*	1,382,255	1,129,889	1,045,187	261,665	223,473	129,969
Mysore	3,708	4,363	3,871	312	331	413
Total...	24,806,901	22,501,561	19,024,201	6,065,520	6,506,820	4,892,879

(a) Excluding the states of Meywar, Partabgarh, Banswara, Dungarpore, and Kushalgarh from which no forecasts have been received.

(b) Excluding the Bhopal and Bundelkhand Agencies and the Dewas State (Senior Branch).

* Four years.

So considerable an increase in yield together with the war in which America was engaged and the operations of certain speculators in the same country resulted in India's exporting largely to supply deficiencies abroad; and, as is shown below, the total tonnage of wheat shipped

from the three leading ports reached the considerable figure of 896,000 tons, for a parallel to which we must go back to the 916,000 tons of 1892.

(Exports of wheat from India to Europe, in thousands of tons.)

From	1898	1897	1896	1895	1894	1893	1892	1891	1890	Average 1887 to 1896.
Bombay	289	...	71	126	78	252	469	666	273	318
Karachi	442	49	51	356	306	238	268	513	334	259
Calcutta	165	...	4	50	13	54	179	219	65	104
Total. ...	896	49	126	532	397	544	916	1,398	672	681

POSTAL DELIVERY IN BOMBAY.

The system of hourly deliveries in Calcutta which had been tested by the Postal authorities during the year with excellent results, attracted the attention of the Committee in June last. At the same time it was brought to their notice that considerable irregularity prevailed in the present system of local deliveries. The Committee accordingly took steps to ascertain by practical test how the public were being served. For this purpose they caused a number of letters to be posted to various addresses, and the results obtained showed that on the average greater delay was experienced than ought to be the case under the existing arrangements. In addressing the Postmaster General on the subject the Committee submitted that the local delivery of letters in Bombay was not up to the standard which the public, and more especially the mercantile community, had a right to expect; and while a very material improvement would doubtless result from a

more vigorous system of inspection, the Committee were of opinion that even the best results obtainable from the existing arrangements were scarcely up to the requirements of the present day. With respect to the new system of hourly deliveries in Calcutta, the Committee pointed out that anything that was practicable in Calcutta should be equally feasible in Bombay, and that while they would not ask for such an increase in the number of deliveries in Bombay, at all events to begin with, they were of opinion that instead of five deliveries as at present, there might with advantage be seven in the day, namely, (1) at 8 a.m., (2) at 10 a.m., (3) at 11-30 a.m., (4) at 1 p.m., (5) at 2-30 p.m., (6) at 4 p.m., and 7 at 5-30 p.m. This arrangement, the Committee considered, would have the tendency to increase the number of deliveries during the earlier portion of the day. At present there was no delivery between 10 a.m. and 1 p.m., making an interval of three hours at the busiest period of the day. Such an interval the Committee were of opinion should not exist, and they felt assured that seven deliveries at the hours suggested would greatly benefit the entire community, and lead to an enormous increase in local correspondence.

The Committee are glad to say that the Postmaster General has promised to give their suggestions careful consideration. Up to the time of writing this report, however, no further communication had reached them on the subject, but towards the end of the year a paragraph, of which the following is an extract, appeared in the *Times of India*, and this paragraph, the Committee are assured, is substantially correct:—

"It is intended on the 1st of February (1899) to commence a system of hourly deliveries, beginning at six in the morning and ending at nine at night—that is, sixteen

deliveries in the day. In the first instance the hourly deliveries will be confined to letters posted within the Fort for delivery, but as soon as the new arrangement has been got in working order it will be extended by degrees to other business localities in the city—say to the Market in the first instance, and then to Mandvie, and so on. Pending the full application of the accelerated system to the districts outside the Fort, a sensible improvement will be effected in those districts through the working of what is called the continuous delivery system—that is to say, a system in which each peon remains on his beat from one delivery to another, his bag of letters being carried to him by runners instead of his having to fetch it from the office. This will ensure a more rapid and more frequent delivery even in the districts which do not at once enjoy the advantage of sixteen deliveries a day. By proceeding in this gradual and tentative way the Bombay Post Office will follow the example set in Calcutta."—(*Appendix* X.)

TRADE AND CURRENCY IN CHINA.

The question of the effect of the fall in the price of silver on the export trade of China especially in respect of articles which come into competition with export from India, engaged the attention of the Bengal Chamber of Commerce during the year, and in a representation addressed by that body to the Government of Bengal it was suggested that a competent Government official should be deputed to proceed to China to make enquiries on the spot regarding the foreign trade of that country, the probability of its development, and the effect of the fall in the value of silver on production and prices. The points which the Bengal Chamber considered were the main ones into which enquiry was necessary were : (1) what is the precise cur-

rency of China; (2) if silver, how has the divorce of silver from the rupee affected the trade of the country; (3) if copper, what is its connection with silver in the large transactions of trade; (4) if copper, how have silver prices at ports been affected and why; (5) if silver or copper, how international trade is adjusted :—

(*a*) with gold standard countries;

(*b*) with silver standard countries;

(*c*) with India; (6) if copper, an enquiry into whether the economic and other conditions of the country would permit a change to silver or gold; (7) a full enquiry into the methods of trade in China; (8) an enquiry into the duties, export and import, past and present, and the effect of these on prices; (9) a full enquiry into the possible or probable effect of the awakening of China:—

(*a*) on her currency;

(*b*) on her trade generally;

(*c*) on her competition with India; (10) a full enquiry, if possible, into the tea trade and the system on which the trade is financed, tracing the process from the tea garden in the interior to shipment at the port; (11) an enquiry in the experiments now said to be in progress regarding the improvement in the manufacture of China tea, and as to what prospect there is of the Chinese adopting, in the near future, Indian methods, such as the use of machinery, &c.; (12) an enquiry into the cause of the fall in the price of opium in India, and the reason why the quantity taken so rapidly and materially decreases; (13) an enquiry into the competition of the cotton industry in China with India, and into the supply and demand and prices of cotton yarn from Indian, Japanese and English Mills; (14) an enquiry into the trade in raw cotton between India and China; (15) a general enquiry into all points which affect, or may hereafter affect, India.

It was further suggested by the Bengal Chamber of Commerce that if his services could be spared, Mr. Federick Atkinson, of the Financial Department, would be a suitable officer to undertake this duty, as from his training and special study of currency and trade in China every confidence would be placed by the mercantile community in a report prepared by him.

In response to a request from the Bengal Chamber, the Committee addressed the Government of India in support of the representation, but stated that the Bombay Chamber was not in a position to express an opinion as to whether the officer referred to was the most suitable person to depute for the purpose.—(*Appendix* Y.)

TREASURY BALANCES.

The Committee were approached in November 1898 by some members of the Chamber with respect to the desirablity of asking the Government of India to allow a small portion of the large cash balances they hold between February and June to be made available for the trade of the country during that period.

The Committee did not think it expedient at the time to address Government in the matter, but subsequently took the opportunity afforded by the presentation of an address to Lord Curzon to commend the matter to his Lordship's consideration.—(*Appendix* Z.)

REPRESENTATION OF THE CHAMBER IN THE LEGISLATIVE COUNCIL OF THE GOVERNMENT OF BOMBAY.

In accordance with Rule II of Notification by the Government of Bombay, dated 9th March 1895, the Secretary

to Government, Legislative Department, requested the Chamber, on 10th March 1898, to recommend to His Excellency, for nomination as an additional member of His Excellency's Council for making laws and regulations, a person elected by the Chamber. In terms of the rules passed at the general meeting of the Chamber held on 10th May 1895, the usual balloting took place on Friday, 25th March 1898, and resulted in the election of Mr. R. H. Macaulay who had in the interval been appointed Chairman of the Chamber. Mr. Macaulay's nomination was in due course submitted to Government, and he was duly appointed to the Council by His Excellency the Governor.

REPRESENTATIVES OF THE CHAMBER IN THE MUNICIPAL CORPORATION.

The Municipal Commissioner having appointed Monday, 24th January 1898, for the triennial election of Councillors in accordance with the provisions of the City of Bombay Municipal Act, 1888, the usual balloting took place on that date for two members to represent the Chamber in the Municipal Corporation, and resulted in the election of Sir George Cotton (of Messrs. Greaves, Cotton & Co.) and Mr. T. W. Cuffe (of Messrs. King, King & Company).

ELECTION OF PORT TRUSTEES.

On the approaching expiration of the two years' term of office of Mr. R. G. Currie, Mr. I. M. Shields and Mr. S. M. Moses, as Port Trustees, the Committee made the usual arrangements, in accordance with the rules, for the appointment of successors, and the balloting which took place on the 14th and 15th March 1898 resulted in the re-election of

the two first named gentlemen, and the appointment of Mr. R. H. Macaulay. It may be mentioned that prior to this election, the Secretary of the Port Trust reported to the Chamber that Mr. Currie—who had been granted nine months' leave of absence from the meetings of the Board in the early part of 1897—had exceeded the limit of twelve months allowed by the Port Trust Act, and that therefore his office as a Trustee had, under the provisions of Section 14, become vacant. The usual ballot was accordingly held by the Chamber, and Mr. Currie, who had in the meantime returned to Bombay, and was among the candidates, was re-elected for the remainder of his term of office.

Ballots were also held on the 21st and 22nd April and on 12th and 13th May for electing Trustees of the Port to act during the absence of Mr. A. Abercrombie and Mr. J. L. Symons, who had proceeded to England on eight and on twelve months' leave, respectively ; and these resulted in the election of Mr. S. M. Moses in place of Mr. Abercrombie and Mr. N. S. Glazebrook in place of Mr. Symons.

Towards the end of the year, the Hon'ble Mr. R. H. Macaulay resigned his office as Trustee and was succeeded by Mr. S. M. Moses who had in the interval vacated his seat on the return of Mr. Abercrombie to Bombay.

RULES RESPECTING THE IMPORTATION OF SPIRITS RENDERED UNFIT FOR HUMAN CONSUMPTION.

These rules, which were published by Government in draft form in June last, called for no criticism from the Chamber, the firms consulted having nothing to object to in regard to the proposed provisions.

OPENING OF THE PORTS OF KWANGDANG AND BELANG.

Through the courtesy of Government, the Chamber received in April last a copy of a despatch from the Secretary of State for India giving cover to a letter from Her Majesty's Minister at the Hague which stated that, in accordance with an ordinance of the Governor-General of the Netherlands Indies dated 7th January 1898, the harbours of Kwangdang and Belang, in the Residency of Menado in the Celebes Islands, would be open to general trade from the 1st of April 1898. These harbours, it was added, had hitherto been merely visited by coasting vessels, but as their importance had increased owing to the development of commerce, it had been considered that the time had arrived when they might be opened to vessels of all nations and when the regulations which were incident to all trading ports such as the appointment of a harbour master, &c., might be put into practice.

COMMERCIAL TREATY WITH BULGARIA.

The Chamber is also indebted to Government for a copy of a despatch from the India Office relative to the import duties leviable in cases where a commercial convention has not been concluded with Bulgaria.

Her Majesty's Agent and Consul-General at Sofia, under date of 7th February 1898, forwarded to the Secretary of State a translation of a Resolution of the Sobranje, published in the official Gazette of the 4th idem, establishing the rates of import duty leviable upon the produce of those States which have not concluded commercial conventions with Bulgaria; and the Governmant of India, in forwarding the papers to the Chamber, intimated that the commercial treaty with Bulgaria was not applicable to India.

GERMAN CUSTOM HOUSE TARIFFS.

The Chamber was further favoured during the year, with a copy of the papers forwarded to the Government of India by the Secretary of State relative to new procedure to be adopted by the German Customs authorties.

Sir F. Lascelles, addressing the Marquis of Salisbury in Feburary 1898, forwarded a translation of a Decree which he had received from the Commercial Attaché to the Berlin Embassy, relating to the regulations to come into force on 1st April 1898, regarding information to be given by the Custom-houses of the German Empire as to duties leviable on goods to be imported. The intending importer thereby acquires the right to ask and obtain all details as to duties and tare allowances applicable to his goods.

The correspondence will be found in *Appendix* AA.

TRADE REGULATIONS ISSUED BY THE SPANISH GOVERNMENT.

These papers have reference to the free importation of Spanish Colonial produce in foreign cottons, and the suspension of the surcharge on raw cotton imported from European ports.

GERMAN IMPORT DUTIES ON ASIATIC SILKS.

In the appendix will be found copy of a memorandum drawn up by the Commercial Attaché to Her Majesty's Embassy at Berlin, relative to the reduction of duty in Germany on Poongee Silks.—(*Appendix* BB.)

LIGHTHOUSE ON THE ISLAND OF SOCOTRA.

A question having arisen as to the class of light to be used in connection with the proposed establishment of a

lighthouse on the Island of Socotra—the Port Officer, Aden, being in favour of a first order Dioptric Occulting or flashing light of 150,000 candle-power—the Chamber, in reply to a reference from Government on the subject, stated that they approved of the establishment of a light-house on Socotra Island, and was of opinion that the light should be one of the first order.—(*Appendix* CC.)

DEPÔTS FOR THE SUPPLY OF LIQUID FUEL AT ADEN.

The views of the Chamber having been invited by Government with reference to an application from Messrs. Luke Thomas & Co. for permission to establish a depôt and floating hulks for the storage and supply of liquid fuel for the use of steamers calling at Aden, the Committee stated that they considered it was to the interest of trade that the cheapest fuel available should be at the disposal of steamers trading in Eastern Waters, and that steamers would not be adapted to use petroleum unless they could get a supply of it at all important ports. They accordingly supported the application of Messrs. Luke Thomas and Co., and expressed the hope that it would receive the favourable consideration of Government.—(*Appendix* DD.)

PORT DUES IN MADRAS.

Papers regarding the levy of port dues at certain ports in the Madras Presidency were received by the Chamber through the Bombay Government in July last, and are published for information in *Appendix* EE.

THE INDIAN SUGAR TRADE.

The question as to the influence which the increasing imports of refined sugar from Europe and from Mauritius

into India have so far exercised, or are tending to exercise, on the market for, and the price of, Indian sugars, led the Government of India to address all local Governments and Administrations in October last, with the view of obtaining information as to the effect of the competition of imported sugars on the cultivation of sugarcane in different parts of India, on the profits of such cultivation, and on those of the sugar-industry; also as to the possibility of any falling off in the land or Canal revenues in consequence of the abandonment of sugarcane cultivation.

Complying with a request from the Bombay Government for an expression of the views of the Chamber on the subject, the Committee stated that they were unanimously of opinion that while it was evident the extensive importation of exceptionally cheap sugar must tend to lower the price obtained for all other sugars, the importation of refined sugar from Mauritius and countries in which bounties were given operated principally to supply deficiencies in local production and did not, to any serious extent, affect the prices paid by the mass of the people for the unrefined sugar principally used by them. Further, that there was nothing to show that the area of land under sugar had contracted of recent years.

Representations on the subject of the increasing importations of foreign bounty-fed sugar into India were also made during the year by the Bengal and Madras Chambers of Commerce with a view to the Government of India's taking some steps for the protection of the Indian Sugar Industry. The co-operation of the Bombay Chamber was invited by these bodies, but the Committee, for the reasons above stated, did not feel called up to make any recommendations to Government in the matter.—(*Appendix* **FF.**)

THE FAMINE COMMISSION.

A copy of the questions drawn up by the Indian Famine Commission was submitted to the Chamber by the Bombay Government in February with an enquiry as to whether any member or members of the Chamber would like to give evidence on the points raised in the last two sections of the questions.

In thanking Government for their courtesy in placing these papers at the disposal of the Chamber, the Committee stated that they had no evidence to offer on the particular points mentioned beyond the information contained in the published statistics of the Chamber.

REGULATIONS UNDER THE PETROLEUM ACT.

Notifications were published by the Government of India during the year containing additions proposed to be made to the Schedules attached to the Petroleum Act, (1) in regard to the application of the test to viscous fluids or preparations, and (2) as to directions for determining the flashing point of petroleum which is not fluid at ordinary temperatures. The proposed regulations, however, called for no criticisms from the Chamber. The Committee were also favored with a copy of a Notification issued by the Government of Madras sanctioning the levy of an additional rate for petroleum landed in bulk by means of a pipe supplied by the Madras Harbour Board.

ADDRESS TO LORD CURZON.

Following the practice observed by the Chamber on previous occasions, the Committee, on the arrival of Lord Curzon to assume the Viceroyalty of India, presented an Address of welcome at Government House, Malabar Point, on the 30th December 1898. Touching the currency ques

tion the Address stated that of the beneficial results to be expected from the attainment of a gold standard, the attraction to this country of British Capital was one of the greatest importance; the Committee, however, considered that something more than stability of exchange was required, and that the adoption by the Government of India of more generous treatment and more expeditious methods in dealing with those who were prepared to devote time and capital to the development of the resources of the Empire was equally necessary. One of the most serious results of the currency policy of the past five years had, the Committee stated, been a recurring stringency of the Money market, so severe and so protracted as to seriously hamper the operations of trade and the marketing of produce, and that with the near approach of another export season, the Chamber could not but view with apprehension the possibility of another period of financial strain. The months in which the demand for trade accommodation was naturally greatest were also the months during which the balances lying unemployed in the Government Treasuries were usually at a maximum, and the Committee expressed the hope that means might be devised to render some portion of these balances available for trade purposes, if not in normal times, at least at times of exceptional monetary pressure. His Lordship's attention was also invited to the question of railway extension in India, and more particularly to the Nagda-Muttra line, which the Chamber had for some years advocated. This line, the Address pointed out, would establish direct communication with the North-West on lines of one railway and under one administration; would traverse large tracts of fertile country, and would thus combine the advantages of a trunk and feeder line.

His Lordship's reply, which was published in the newspapers at the time, will be found in *Appendix* GG.

RULES UNDER THE DECK AND LOAD LINES ACT.

Amended rules under the above Act, as to Load Line Marks, Seasons, Certificates, Drought of Water and free board, were published by the Bombay Government on 14th December 1897, and are included in *Appendix* HH.

PUBLIC AND CHARTER-PARTY HOLIDAYS.

The Committee appointed by Government for the purpose of considering and reporting as to what days in the year 1899 should be recognised as holidays, under the Negotiable Instruments Act of 1881, met in the rooms of the Chamber in the early part of December, and their report having, as on previous occasions, been submitted to and approved by Government, printed lists of the days fixed were circulated among members of the Chamber and the public generally.

The holidays under Charter-Parties for 1899 were subsequently fixed by the Committee of the Chamber and published with those sanctioned by Government under the Act.

BOMBAY PORT TRUST BUDGET ESTIMATES.

In the Appendix will be found a copy of the memorandum on the Budget Estimates of the Bombay Port Trust for the year 1897-98, which was received from the Trust during the year, and is included in the Report for the information of members.—(*Appendix* II.)

EXHIBITIONS.

Papers regarding the Western Australian International Mining and Industrial Exhibition to be held in Coolgardie in March 1899 were received in June last, but called for no action from the Chamber.

DEATH OF MR. JOHN MARSHALL.

Mr. Marshall, who had for nearly fourteen years filled the office of Secretary to the Chamber, died on 24th August 1898. The Committee placed the following resolution on record :—

"The Committee of the Chamber of Commerce desire to place on record their sense of the great loss which the Chamber has sustained by the death of its late Secretary, Mr. John Marshall, and their appreciation of the great ability he untiringly devoted to its service."

APPOINTMENT OF A NEW SECRETARY.

The Committee soon after the death of Mr. Marshall took steps to fill the post of Secretary to the Chamber. A list of the candidates who applied was in due course submitted to the members, and the ballot which took place on the 20th October 1898, in accordance with the rules, resulted in the election of Mr. Frederick Noel Paton.

ELECTION OF NEW MEMBERS.

The following firms and companies were elected during the year, the total number of members on 31st December 1898 being 80 as compared with 78 at the end of 1897 :—

Messrs. William Murray & Co. ; proposed by Messrs. Ralli Brothers, seconded by Messrs. W. & A. Graham & Co.

The Vacuum Oil Company ; proposed by Messrs. Crawford, Burder & Co., seconded by Messrs. Greaves Cotton & Co.

Messrs. Schroder, Smidt & Co.; proposed by the Chartered Bank of India, Australia & China, seconded by Messrs. Glade & Co.

The London & Lancashire Fire Insurance Company, Limited; proposed by Messrs. David Sassoon & Co., seconded by the Mercantile Bank of India, Limited.

The Mitsui Bussan Kaisha; proposed by Messrs. Ralli Brothers, seconded by the Yokohama Specie Bank, Limited.

Messrs. Edward Bates, and Co., John M. Heyn & Co., and Mr. Jamnadas Lulloobhai resigned membership during the year 1898.

THE TONNAGE SCALE.

No changes were made in the Bombay Tonnage Schedule in 1898.

It was suggested to the Committee towards the end of the year that as Crushed Bones were made in as many grades as Bone-Meal, it would be a great convenience to shippers if a separate scale could be fixed. The Agents and Owners of steam-ship Companies—who were consulted by the Committee on the subject—stated that they were in favour of the proposal, and tests are accordingly being made by the Chamber to fix a separate scale for the article.

LEGISLATIVE ENACTMENTS.

The following Acts were passed by the Government of India during the year 1898:—

Act No. I.—An Act to amend the Stage-Carriages Act, 1861.

" II.—An Act to provide for the issue of Currency Notes on the Security of Gold received in England.

" III.—An Act to provide for the Segregation and medical treatment of pauper lepers and the control of lepers following certain callings.

Act No. IV.—An Act to amend the Indian Penal Code.
" V.—The Criminal Procedure Code, 1898.
" VI.—The Indian Post Office Act, 1898.
" VII.—An Act to further amend the Petroleum Act, 1886.
" VIII.—An Act to amend the Indian Paper Currency Act, 1898.
" IX.—An Act to make better provision for the regulation of the importation of live stock.
" X.—An Act to make Provision for certain matters connected wit Insolvency.

The Acts passed by the Government of Bombay during the same period were as follows :—

Act No. I. of 1898. An Act to supplement the Provisions of the City of Bombay Municipal Act, 1888, with respect to the Investment of Sinking Funds and Surplus Moneys and to validate certain Debentures.
" II. of 1898. An Act to amend the Sind Village Officers' Act, 1881, as amended by Bombay Act II. of 1888.
" III. of 1898. An Act to amend the Bombay District Police Act, 1890.
" IV. of 1898. The City of Bombay Improvement Act.

JOINT STOCK COMPANIES.

The following are among the Joint Stock Companies registered in Bombay during the year 1898 :—

NAMES.	Nominal amount of Capital.
	Rs.
Industrial Art Manufacturing Company, Limited	50,000
Poona Bank, Limited	2,00,000
Diamond Jubilee Match Manufacturing Company, Ld....	1,50,000
Oriental Agency Company, Limited.....	5,00,000
Bhimsen Printing Press Company, Limited	50,000
India Cattle Breeding and Agricultural Company, Ld....	40,000
Ahmedabad Cheap Insurance Company, Limited	30,000
Javeri Spinning and Manufacturing Company, Limited..	2,50,000
Bombay Banking Company, Limited	5,00,000
Kapadwanj Commercial and Assurance Company, Ld....	1,00,000
Gadag Shri Lukshmi Agricultural Bank, Limited.....	99,955
Perseverance Mills, Limited	10,00,000
Indian Textile Journal Company, Limited.....	2,00,000
Ahmedabad Fine Spinning and Weaving Company, Limited	7,00,000
Ahmedabad Oil Mills Company, Limited	20,000

STATISTICAL STATEMENTS.

A list of the quotations of Exchange, freight, prices of principal articles of import and export, together with statements showing the quantity and value of the principal articles of merchandise exported from and imported into Bombay and all India during the year 1898, will be found in *Appendix* JJ.

RETURNS OF RAINFALL.

These returns showing the weekly rainfall at the stations on the lines have been regularly supplied to the Chamber by the G. I. P. and B. B. and C. I. Railway Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872	Not recorded.	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882	1,892,796	33,225	24,757	8,468	..
Do. 30th Nov. 1883	1,852,047	33,792	25,605	8,186	..
Do. 30th Nov. 1884	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887	1,845,446	35,933	20,017	15,916	...
Do. 31st Dec. 1888	1,659,273	36,371	21,057	15,314	...
Do. 31st Dec. 1889	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890	2,330,935	45,872	23,171	22,701	...
Do. 31st Dec. 1891	2,012,900	39,533	23,402	16,131	...
Do. 31st Dec. 1892	1,946,389	38,017	24,495	13,522	...
Do. 31st Dec. 1893	1,691,755	32,517	24,273	8,244	...
Do. 31st Dec. 1894	1,708,723	33,665	25,156	8,509	...
Do. 31st Dec. 1895	1,679,325	34,921	21,546	13,375	...
Do. 31st Dec. 1896	2,049,862	40,061	22,240	17,821	...
Do. 31st Dec. 1897	1,746,610	33,956	22,484	11,472	...
Do. 31st Dec. 1898	1,910,140	36,179	21,100	15,079	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom Measured during the last twenty-one years.

Period.	Number of Packages.	Receipts.
1st Dec. 1877 to 30th Nov. 1878	59,327	Rs. a. p. 2,791 7 6
1st ,, 1878 to ,, 1879	155,886	7,980 2 0
1st ,, 1879 to ,, 1880	165,182	10,317 10 0
1st ,, 1880 to ,, 1881	108,271	6,766 15 0
1st ,, 1881 to ,, 1882	100,106	6,256 10 0
1st ,, 1882 to ,, 1883	115,909	7,244 5 0
1st ,, 1883 to ,, 1884	117,665	7,354 1 0
1st ,, 1884 to 31st Dec. 1885	169,320	11,207 8 0
1st Jan. to ,, 1886	159,697	9,981 1 0
1st ,, to ,, 1887	189,273	11,829 9 0
1st ,, to ,, 1888	253,918	15,869 14 0
1st ,, to ,, 1889	235,276	14,704 12 0
1st ,, to ,, 1890	241,302	15,081 6 0
1st ,, to 1891	227,583	14,223 15 0
1st ,, to ,, 1892	194,547	12,159 3 0
1st ,, to ,, 1893	166,024	10,376 8 0
1st ,, to ,, 1894	181,521	11,345 1 0
1st ,, to ,, 1895	223,341	13,958 13 0
1st ,, to ,, 1896	226,452	14,153 4 0
1st ,, to ,, 1897	202,313	12,644 9 0
1st ,, to ,, 1898	181,208	11,325 8 0

The Committee have now only to render their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them ; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

APPENDIX—A.

BALANCE SHEET OF THE BOMBAY CHAMBER OF COMMERCE.—From 1st January to 31st December 1898.

Dr. **Cr.**

To		Amount. Rs. A. P.	Rs. A. P.	By	Amount. Rs. A. P.	Rs. A. P.
Rent ..... Rs.	3,120 0 0			By balance on 31st December 1897	.....	32,814 13 9
Less amount charged to Millowners' Association ,,	720 0 0	2,400 0 0		Subscriptions	14,389 0 0	
Printing—				Publications	19,741 7 4	
Miscellaneous Papers ..... Rs.	1,119 0 0			Measurement Fee Account—		
Annual Report for 1897 ... ,,	2,450 0 0	3,569 0 0		Measurement Fee Receipts Rs.	36,179 5 9	
Advertisements		447 4 3		Less salaries to measurers, callipermen, &c. ..... ,,	21,100 8 3	
Newspapers and Books		686 15 9			15,078 13 6	
Office Salaries, Postage and Receipt Stamps, Petty Charges, &c.		13,829 5 8		Interest on Fixed Deposits	2,355 0 0	
Telegrams, Stationery, and cost of Weather and Crop Reports		2,694 15 9		Miscellaneous Receipts for copies of Tonnage scale, Duplicate measurement certificates, &c.	204 10 1	
Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, and other Statistics and Stationery ..... Rs.	8,800 2 6			Millowners' Contribution to the Chamber's Statistical Department	1,200 0 0	
Printing do. ..... ,,	16,269 0 6	25,069 3 0		Balance of receipts over expenditure on Arbitration Fees	185 0 0	
Law charges		58 0 0				
Millowners' Association Establishment, Wages for Clerks and Sepoy		2,044 0 0				
Auditor's Fee for the year ending 31st December 1897		100 0 0				
Telephone Company from 1st March 1898 to 28th February 1899		200 0 0	50,098 12 5			53,144 14 11

Funds of the Chamber as under:—						
Fixed Deposit Receipt of the National Bank of India, Ld., bearing interest at 5 per cent. per annum	10,000 0 0					
Do. of the Chartered Bank of India, Australia and China, at 5 per cent. per annum	23,000 0 0					
Do. of the Hongkong and Shanghai Banking Corporation @ 4½ per cent. per annum	5,000 0 0					
	38,000 0 0					
Bank of Bombay Current Deposit account.	4,968 13 0					
Cash in hand	309 5 6					
Amount due by the Bombay Millowners' Association	160 0 0					
	43,438 2 6					
Less wages, &c., for December, unpaid.	7,577 2 3					
Net Balance to carry forward			35,861 0 3			
Total Rs.			85,959 12 8	Total Rs.		85,959 12 8

Examined and found correct,

CLEMENT POOLE,

Auditor.

Bombay, 25th January 1899.

APPENDIX B.

PLAGUE.

BOMBAY CHAMBER OF COMMERCE, 11*th February* 1898.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed to forward to you, for the favour of submission to H. E. the Governor in Council, a copy of a Resolution passed at the Annual General Meeting of the Chamber held on the 9th instant.—I have, &c.,

JOHN MARSHALL, Secretary.

RESOLUTION.

That in view of the demonstrated failure of all existing measures to prevent a calamitous recrudescence of the plague in this city, and in view of the statistical evidence in support of the protection against the disease conferred by inoculation with Professor Haffkine's prophylactic serum, this Chamber, deeply deploring the immense injury to trade resulting from the continuance of plague in Bombay, and earnestly desirous that every available means of expelling it should be employed, is of opinion that Government should encourage and offer every facility to the people to resort to inoculation, and that with that end in view Government should ask the Plague Committee to exempt from segregation or detention persons who can produce satisfactory evidence of having been inoculated within an antecedent period of four months.

No. $\frac{2235}{P.}$ OF 1898.

GENERAL DEPARTMENT (PLAGUE),

BOMBAY CASTLE, 28*th March* 1898.

From the Honourable Mr. A. WINGATE, C.I.E., I.C.S., Secretary to Government, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I have laid before His Excellency the Governor in Council your letter of the 11th ultimo, and the resolution therewith forwarded, in which the Chamber express the opinion that Government should encourage and offer every facility to the people to resort to inoculation, and that with that end in view, Government should ask the Plague Committee to exempt from segregation or detention persons who can produce satisfactory evidence of having been inoculated within an antecedent period of four months.

2. In reply I am directed to state that the attitude of Government towards inoculation has been fully explained in the answer to a question put at the meeting of the Legislative Council on the 14th February last to the effect that Government are at present advised that inoculation is still in its experimental stage, but that the results of the experiments are encouraging, and that whilst Government are anxious to afford all facilities in their power to persons who desire to have recourse to inoculation as a measure of protection, it must be clearly understood that such action is to be absolutely voluntary. To this declaration Government must firmly adhere.

3. I am to observe that, so far as Government are aware, inoculation is being given a fair trial, so much so that the number of inoculation stations is far in excess of the demand for operations.

4. I am to add, however, that Government see no objection to the Plague Committee exempting from compulsory removal or detention any persons who can give indisputable proof of having been successfully inoculated by specially selected officers within the preceding four months, but before the last preceding ten days, provided the premises and effects, including personal clothing of such persons, are properly disinfected.—I have, &c.,

H. S. LAWRENCE,
For Secretary to Government.

NOTIFICATION.

GENERAL DEPARTMENT (PLAGUE),

BOMBAY CASTLE, 12*th August* 1898.

No. 4516—4779-P.—Whereas certain parts of India are visited by, and others threatened with, an outbreak of dangerous epidemic disease known as Plague; and whereas the Governor General in Council, in exercise of the powers conferred by Section 2, Sub-section 3, of the Epidemic Diseases Act, has been pleased to direct that the powers conferred by the said Act may, within the Presidency of Bombay, be exercised by the Governor of Bombay in Council; and whereas the Governor in Council thinks that the ordinary provisions of the law for the time being in force are insufficient to prevent the spread of this disease, he is pleased, in supersession of the Notifications of Government in the General Department specified in the margin, and in modification of Government Notifications Nos. 5279—3434-P., dated 29th September 1897, and 327—360-P., dated 18th January 1898, to direct as follows :—

Government Notification No. 1204—702-P., dated 5th March 1897.
Government Notification No. 3250—2402-P., dated 12th June 1897.
Government Notification No. 56—56-P., dated 5th January 1898.
Government Notification No. 137—150-P., dated 8th January 1898.
Government Notification No. 913—1148-P., dated 15th February 1898.

1. The Municipal Commissioner, Bombay Municipality, is empowered to carry out, subject to the control of Government exercised through the Plague Commissioner, all the measures to be taken to suppress and prevent the spread of plague in the City of Bombay, and he shall take such measures as Government, through the Plague Commissioner, may order him to take in this behalf.

2. For the said purposes the Municipal Commissioner, in addition to the powers conferred on him by the Bombay City Municipal Act, 1888, by the Government Notifications marginally specified and by the Notification of the Municipal Commissioner dated 6th October 1896, is invested with the following powers :—

Government Notification No. 228-P., dated 10th February 1897.
Government Notification No. 4691—3120-P., dated 30th August 1897.
Government Notification No. 2675—3027-P., dated 10th May 1898.

(1) To appoint special officers either by name or by virtue of office to carry out or perform under his general direction any measures or acts devised or ordered by him to be taken for the

suppression or prevention of the spread of plague. Such special officers may be known as 'Plague Authorities' and their powers and duties may be limited as directed by the Municipal Commissioner and their appointment shall be subject to revocation at any time by the Municipal Commissioner. Any Plague Authority so appointed may be empowered by the Municipal Commissioner to direct or cause the removal, to a hospital or other place appointed for the purpose, of any person in respect of whom a certificate has been made in the manner hereinbelow provided in clause (5) of paragraph 3 of this Notification.

(2) To exercise, in lieu of the Bombay Plague Committee, the powers of a Commissioner under Rule 29 and the powers of a District Magistrate under Rules 19 and 28 of the General Plague Rules for the Mofussil as applied to the City and Island of Bombay by Government Notification No. 5279—3434-P., dated 29th September 1897, and Government Notification No. 327—360-P., dated 18th January 1898, respectively.

(3) To close the Mahim-Bandra and Sion-Kurla Causeways from time to time, as he may deem necessary, and further to examine all persons crossing the said causeways at the permitted times and, if necessary, to detain and send to hospitals or other places appointed for the purpose persons found or belived to be suffering from the plague.

(4) To take possession of and occupy any vacant ground or empty building for the purpose of any camp, hospital, latrine, deposit of sweepings, warehouse or office, and to determine such monthly rent or other compensation as should thereafter be paid to the owner of such land or building taken possession of and occupied for the said purposes.

3. Mr. J. H. DuBoulay is appointed to assist the Municipal Commissioner in the management of Plague operations. He shall exercise such of the powers and perform such of the duties hereinbelow mentioned as he may be directed to exercise or to perform by the orders of the Municipal Commissioner, and he shall be styled Deputy Commissioner for Plague operations. For the said purposes Mr. DuBoulay is invested with the powers conferred on the Municipal Commissioner by Government Notifications Nos. 228-P, dated 10th February 1897, 4691—3120-P, dated 30th August 1897, and 2675—3027-P., dated

10th May 1898, and in addition is invested with the following powers, viz. :—

(1) To inspect any building or other premises for the purpose of ascertaining the sanitary condition thereof, and if it shall appear to him necessary for sanitary reasons so to do, to require the owner or occupier of any building so inspected, to cause the same or some portion thereof to be limewashed or otherwise cleansed, either externally, or internally, or both externally and internally.

(2) If it shall appear to him that any premises are in a neglected, unwholesome or filthy condition or, by reason of their not being properly enclosed, are resorted to by the public for purposes of nature, or are otherwise, in his opinion, a nuisance to the neighbouring inhabitants, he may, by written notice, require the owner or occupier of such premises to cleanse, clear or enclose the same.

(3) He may at any time, by day or by night, without notice, or after giving such notice of his intention as shall, in the circumstances, appear to him to be reasonable, inspect any place in which any dangerous disease is reputed or suspected to exist, and take such measures as he shall think fit to prevent the spread of the said disease beyond such place.

(4) If it shall appear to him that the water in any well, tank or other place is likely, if used for drinking, to engender or cause the spread of any dangerous disease, he may, by public notice, prohibit the removal or use of the said water for the purpose of drinking, and no person shall remove or use for the purpose of drinking any water in respect of which any such public notice has been issued.

(5) On a certificate signed by any duly qualified Medical practitioner, he may direct or cause the removal, to any hospital or other place appointed for the purpose, of any person, wheresoever found and whether provided with proper lodging or accommodation, or not, who is, in the opinion of such Medical practitioner, suffering from plague; and the person, if any, who has charge of a person in respect of whom such order is made, shall obey such order.

(6) If he is of opinion that the cleansing or disinfecting of a building or of a part of a building or of any article therein likely to retain infection, would tend to prevent or check the spread of plague, he may by written notice, require the owner or occupier of such building to cleanse or disinfect such building or part thereof or article therein, and, if it shall appear to the said Deputy Commissioner necessary to vacate the said building for such time as shall be prescribed in the said notice: provided that if, in the opinion of the said Deputy Commissioner, the owner or occupier is from poverty or other cause unable effectually to comply with such requisition, he may cause the building or part of the building or article likely to retain infection to be cleansed or disinfected, and defray the cost of so doing.

(7) (*a*) If he is of opinion that the destruction of any hut or shed is necessary to prevent the spread of any dangerous disease, he may, after giving, to the owner or occupier of such hut or shed, such previous notice of his intention as may in the circumstances of the case appear to him reasonable, take measures for having such hut or shed and all the materials thereof destroyed.

(*b*) Compensation may be paid by him, in any case which he thinks fit, to any person who sustains substantial loss by the destruction of any such hut or shed; but except as so allowed by the said Deputy Commissioner, no claim for compensation shall lie for any loss or damage caused by any exercise of the power conferred by this rule.

(8) He may direct any clothing, bedding or other articles which, in his opinion, have become infected to be taken for disinfection to such place as may be provided for the purpose by the Municipal Commissioner under the provisions of Section 427 of the Bombay City Municipal Act, 1888. He may direct the disinfection or destruction of bedding, clothing or other articles likely to retain infection, and may, in his discretion, give compensation for any article so destroyed.

4. Brigade-Surgeon-Lieutenant-Colonel J. S. Wilkins is appointed Special Medical Officer for Plague operations, for the charge of such Plague Hospitals and for such other duties in connection with plague operations as he may be directed to undertake by the Municipal Commissioner, and for the said purposes he is invested with the powers conferred on the Municipal Commissioner by Government

Notifications Nos. 228-P, dated 10th February 1897, 4691—3120-P, dated 30th August 1897, and 2675—3027-P, dated 10th May 1898 and in addition is invested with the powers described in clauses (3), (4), (5), (6), (7) and (8) of the last preceding paragraph of this Notification. He shall exercise such powers subject to the orders and the control of the Municipal Commissioner.

5. Any measures which may be ordered by the Municipal Commissioner or subject to his directions by the Special Deputy Commissioner for Plague operations or the Special Medical Officer hereinbefore appointed, shall be carried into effect, without delay, by all public servants and all persons employed by the Municipal Commissioner for the purposes mentioned in and under the powers conferred by this Notification.

6. Save as may be otherwise directed by Government, all expensee incurred in carrying out such measures shall, in the first instance, be paid out of the Municipal fund of the City of Bombay, but the Municipal Commissioner or the Corporation may recover from any person any amount which such person would, under similar circumstances, be liable to pay to the Municipal Commissioner or the Corporation under the City of Bombay Municipal Act, 1888.

7. The Commissioner of Police shall give such assistance as may be necessary in order to enforce immediate compliance with any order issued by or with the sanction of the Municipal Commissioner under the powers conferred by this Notification.

By order of His Excellency the Right Honourable the Governor in Council,

A. CUMINE, Acting Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 29*th August* 1898.

The SECRETARY to GOVERNMENT, General Department (Plague), Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to lay before you their views on the subject of the measures to be adopted in the event of a serious outbreak of plague recurring in Bombay.

2. For some weeks past it has been apparent from the health returns that the attacks of and mortality from

plague have been steadily on the increase. Allowances being made for the concealment which was practised under the conditions prevalent at this time last year, the actual mortality is probably no greater than it was then: still, the increase is so persistent, and coming at a period which the experience of the past two years indicates to be that at which the epidemic tends to develop, there can be little doubt that strong probability exists of a recrudescence of the plague as the cold weather approaches. A general belief prevails, and it is to be hoped, that it may be on a much less severe scale than was witnessed last year: still, there is every likelihood of its being of sufficient magnitude to render preventive measures necessary and requisite.

3. What these preventive measures should be is somewhat difficult to decide. It is true that we have had the experience of two consecutive years during which the plague mortality has reached regrettably high figures, but the results derived from the two separate periods during which the disease was most prevalent have been almost entirely negative and have tended more to show the inadequacy and uselessness of certain measures than to demonstrate the absolute efficacy of others.

4. For purposes of information and guidance it is unfortunate that the experience of the two years 1896-97 and 1897-98 had not been under identically similar conditions. The preventive measures adopted last year were to a great extent different in character to those adopted during the first year in which the visitation of plague occurred, and the results obtained cannot therefore be accepted as definite guides to an approximately perfect set of rules and regulations. In September 1897 the persistent increase in plague mortality induced the Government to propose the institution of quarantine on all immigrants into Bombay, and their proposals were submitted to the Chamber. After very

careful consideration the then Committee came to the conclusion, which they submitted to Government, that they could not support quarantine, for the reason that they did not consider it could be rendered sufficiently effective to absolutely prevent the importation of disease, and that the consequences of this adoption would be seriously adverse to trade.

5. The position assumed by the Chamber induced Government to suspend action for some time, but in November 1897 they again addressed the Chamber producing what appeared to be very strong evidence that plague was being imported from Poona and other places where the disease was most virulent, and the Committee, although still adhering to their previous opinion, felt that further opposition on their part might be misconstrued, and rather than allow Government and the public to think that they permitted their own interests to interfere with the adoption of measures which would be for the benefit of the general community, gave in their adhesion to the proposals of Government. For some months, as we are all aware, an attempt was made to institute rigid quarantine against all arrivals into Bombay, but there can be little doubt that the original views of the Chamber were amply justified by experience, and while the quarantine measures were of exceedingly doubtful efficacy in preventing the importation of the disease, they exercised a most ruinous effect on trade by preventing merchants and traders from coming into the City and generally obstructing free communication with the interior.

6. These adverse results were of course due not only to the inward quarantine of Bombay alone, but also to the camps of observation and segregation on the lines of railway, such as at Anand, Kalyan, and elsewhere. In the opinion of my Committee no measure has been more inimical to

trade or caused more hardship to the public generally than the imposition of land quarantine, and no form of land quarantine is more harassing or obnoxious than the detention in quarantine camps of all travellers by railway passing certain points. It has been suggested that one compensating advantage to trade arising from the difficulties thrown in the way of persons emigrating from Bombay may have been that they tended to restrict the exodus from the City of labouring classes, such as mill-hands and dock labourers. Though the inconvenience of quarantine is less felt by the lower than by the better classes, it has no doubt operated to some extent in the direction suggested, but my Committee do not consider that this should be used as an argument in favour of restrictions on railway travelling. Familiarity with the disease has no doubt lessened the fear of the plague itself, and there is reason to hope that, even in the absence of any restrictions on travelling, a recrudescence of the plague would not now cause so serious an exodus as to dislocate the labour market, especially if the preventive measures in the City can be so remodelled as to relieve the people of the very serious alarm which the measures in force no doubt occasioned during the epidemic of 1897-98. Moreover, even if land quarantine might, from a purely trade point of view, be of some benefit in arresting an exodus of labour, it is questionable whether it could be justified on these grounds, and in any case the possible advantage of hampering the movements of the labouring classes is far out-balanced by the disastrous effect on trade of interference with free intercourse between the trading classes.

7. My Committee would therefore advocate the removal of all restrictions on people leaving the City, except the continuance of a thorough medical inspection at such points as may be decided upon.

8. No measure either of medical inspection or of quarantine is likely to be absolutely effective in preventing the spread of the disease, but medical inspection, while it does not entail any serious hardship on those who have to undergo it, would probably be beneficial both as leading to the detection of cases and in a still greater degree in preventing the sick from travelling. It is not suggested that any class should be free from examination, but there is no doubt that the disease is to a great extent confined to the poorer and less nourished classes of population, and this points to the advisability of a more close inspection of the 3rd class than of the 1st and 2nd class passengers.

9. With regard to immigrants into Bombay, the measures to be adopted must of necessity depend very much on circumstances, such as the prevalence of the disease in Bombay itself and in other places, but my Committee strongly advocate that in no case should land quarantine be imposed on the healthy, and that the measures should be limited to a medical inspection of arrival and the segregation or detention under observation of infected or suspicious cases.

10. The medical inspection at least of the labouring and poorer classes arriving by road would no doubt be a necessary adjunct to the inspection of arrivals by rail, and it would be an advantage also if measures could be taken to check an influx of the vagrant as distinguished from the labouring classes.

11. My Committee attach considerable importance to the points of inspection for travellers whether leaving or entering Bombay being fixed not nearer to the City than the outside limits of the island of Salsette in order that the inhabitants of Bombay may be able to live outside the city and travel to and from their business without being harassed in any way. It is believed that if this concession were

granted and if arrangements could be made for adequate police protection and for a good water-supply at suitable places on the island of Salsette, the effect would be that many natives of the better class would take up their residence in Salsette and continue to attend to their business in Bombay, who would otherwise go up-country in the event of any serious outbreak of plague.

12. Respecting the preventive measures which should be adopted in the City itself, the results of previous experience are possibly a shade more positive; and while it is impossible to lay down rules to ensure certain immunity from the disease, there are not wanting indications of measures which may be adopted with a hope of some degree of efficacy resulting. It is impossible to overestimate the advantage to be derived from vigorous sanitary measures, the prevention of overcrowding, and the demolition of tenements unfit for human habitation; and it is clear that there should be no relaxation of such remedial measures. From the Bombay Improvement Trust, when brought into operation, much good may eventually be hoped for; but this can scarcely be in time to combat the epidemic which, it is feared, is imminent. Meanwhile in Mandvi, Dongri, Umarkhadi, Kamatipura and Byculla there are known centres of corruption and disease which require to be continually watched and vigorously dealt with.

13. There are no doubt cases in which the removal of plague patients to hospitals reduces the chance of recovery, and the bad effects of removal are often much accentuated by the prejudice of ignorant people against these institutions, and the consequent fear and excitement caused by compulsory removal to them. On the other hand, repose and freedom from excitement appear to be definite factors towards the recovery of those attacked. While, therefore, my Committee recognize that the plague authorities must

have the power of ordering the removal of plague patients to hospitals, they would suggest that this power should only be exercised by responsible medical authorities, and that it should be permissible to those authorities to allow plague patients to be treated in their own dwellings where reasonable accommodation exists for that purpose.

14. As to the treatment of persons other than plague patients inhabiting infected houses, there may be greater room for divergence of opinion. Medical opinion seems to tend to the belief that the danger of infection is confined to certain specific forms of the disease, and that there is little danger of the contagion spreading except to those brought immediately into contact with plague cases. There is, however, evidence to show that very favourable results have been obtained from the compulsory evacuation of ranges of chawls and tenements where the disease seemed to have obtained a hold, instances having occurred where the inhabitants of a chawl in which the disease had been exceedingly prevalent were practically free after having been removed to camps. This also has been illustrated by the experience obtained in similar towns up-country were the removal of inhabitants to fresh and more salubrious surroundings has at once been followed by a rapid abatement of the disease. It seems very necessary, therefore, that the local authorities should have power to order the evacuation of houses or tenements where plague cases may have occurred, and though the compulsory segregation of contacts seems to involve unnecessary hardship, it is very desirable that every possible encouragement and facility should be given to the inhabitants of infected houses to move into camps which should be placed at their disposal and located in as healthy situations as possible.

15. Whatever measure, however, Government may decide to adopt, my Committee trust that they will be

so carried out as to entail as little inconvenience as possible to those for whose good they are intended, and that the subordinate agents employed will be so selected and controlled as to minimize extortion and blackmail.

16. Though it may be thought to be hardly within their province to make recommendations regarding the preventive measures to be adopted in towns up-country, my Committee venture to suggest that the principle of land quarantine should be discountenanced, that an attempt should be made to secure some uniformity in the regulations, and that the regulations in force in various places should be so published that travellers may have no difficulty in ascertaining to what they will be liable.

17. The medical examination of persons coming into and leaving Bombay by sea is no doubt desirable, but only plague suspects should be liable to be detained on arrival at their destination, and the regulations for the examination of passengers leaving for or arriving from coast ports should be so framed as to cause them as little inconvenience as possible.

18. In conclusion, I need hardly say that my Committee advocate the strictest adherence to the rules laid down by the Venice Convention for the medical inspection of vessels proceeding to Europe.—I have, &c.,

R. H. MACAULAY, Chairman.
C. J. MICHAEL, Acting Secretary.

No. 5300/P OF 1898.

GENERAL DEPARTMENT (PLAGUE),
BOMBAY CASTLE, *9th September* 1898.

From the ACTING CHIEF SECRETARY to GOVERNMENT to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 29th ultimo, communicating the views and the proposals of the

Bombay Chamber of Commerce in regard to measures for the prevention and suppression of the plague epidemic, and to inform you that the proposals referred to are under the consideration of Government and that a further communication will be addressed to the Chamber shortly.—I have, &c.,

A. WINGATE, Acting Chief Secretary to Government.

NOTIFICATIONS.

GENERAL DEPARTMENT (PLAGUE),
BOMBAY CASTLE, 17*th October* 1898.

No. 5790—5876-P.—The following Resolution of Government No. 5772—5864-P., dated 17th instant, is published for general information :—

"RESOLUTION OF GOVERNMENT.

After very careful consideration Government have decided to make certain changes in the method of dealing under the Epidemic Diseases Act with travellers by railway. So far as experience indicates, plague is conveyed by the exodus of infected persons from a plague centre and by infected bedding and clothing; secondly by persons from healthy localities visiting the plague centre and bringing the germ away either in their bodies or clothing. Therefore any system of sanitary administration must aim at preventing or minimizing the spread of disease by infected persons, clothing or baggage. In view, however, of the fact that there is little prospect of a speedy termination to the plague epidemic, the organization of measures for preventing the spread of infectious disease must be of a more permanent character than has hitherto been contemplated. As a permanent feature of epidemic regulations detention camps and passes are impossible. It is evident that it is impracticable over a large area and a prolonged period of time to close the ordinary channels of daily business and intercourse without very sorely trying the patience of the public and jeopardising general prosperity.

2. Government wish it to be understood that railway detention camps and passes will be discontinued and that to replace them a very strict medical examination accompanied by disinfection of clothing where necessary will be instituted at convenient railway centres and at places of arrival. Persons coming from

infected localities will also be subject to surveillance for ten days after arrival. Government are pleased to direct that the measures described in this Government Resolution shall replace the system of passes and railway detention camps.

3. These measures are as follows :—

(*a*) Stringent medical examination of each traveller.

(*b*) Careful disinfection of suspicious articles.

(*c*) Correct ascertainment and record of the location of travellers after they have been permitted to enter a town.

(*d*) Special regulations for travellers who cannot be depended upon to give a trustworthy account of their residence and movements or are suspicious, whether by reason of their appearance or symptoms, or the dirty condition of their clothes or effects.

4. *First, as to medical examination.*—The organization of the revised measures will be entrusted to a selected Medical Officer. A list of the places at which the medical examination will be conducted will be published with the least possible delay and due notice will be given to the public of any subsequent alterations that may be found necessary. At each examining station the examination should be conducted in the same way as for passengers departing by sea from Bombay. The following instructions are to be observed in the medical examination of travellers.

5. At all places where medical examination is established, there must be stationed women who are qualified to make the examination of travellers of the female sex. First and second class passengers and *parda* ladies should not ordinarily be required to leave the carriages and the usual pulse examination will suffice unless they exhibit suspicious symptoms. If such passengers are detained for any reason, they should as far as possible be provided with accommodation suitable to their status and habits of life.

6. Third class passengers except *parda* ladies must be required to detrain. The details of the system of examination and general arrangements must be left to the Supervising Medical Officer to settle, but it will be his duty to maintain one standard of strictness everywhere. The examination, as already stated, will follow the lines of the examination made at the port of Bombay, that is, the salient feature will be the thermometer test, the thermometer being placed under the

arm and not in the mouth. It will not be necessary to apply this test to persons coming from places at a distance from an infected area, and it may be postponed till after departure of the train in the case of all those who would in any case be detained for the purpose of having their clothing or baggage disinfected. But it should be applied as far as possible to all travellers from an infected locality or its neighbourhood. Ordinarily it is hoped that travellers whom it is not necessary to detain for other reasons will after examination be allowed to continue the journey in the train by which they arrived. It may be, however, that during rapid exodus from an infected town large numbers may have to be dealt with. In this event the examination must not be hurried so as to become lax and the passengers must be detained till another train. The more thorough the examination the less likelihood there is of persons knowing themselves to be infected attempting to travel. Any individual whose temperature exceeds the normal even by a fraction may, subject to the discretion of the Medical Officer as hereinafter provided, be detained, until after the train has left, for further examination and the record of full particulars. The Medical Officer will thus have full leisure to decide whether the individual may be allowed to proceed or must be detained under observation or sent into the plague hospital. Persons detained under observation on account of a suspiciously high temperature will be examined twice daily while such detention lasts and if found to the satisfaction of the Midical Officer to be suffering from disease other than plague, cholera or small-pox, will be allowed to proceed on their journey without further delay. Persons travelling with a certificate signed by a Commissioned Medical Officer or by a medical practitioner specially authorized in this behalf by the Surgeon-General with the Government of Bombay, certifying the illness from which the person is suffering and that the person is free from suspicion of plague, will be permitted to travel to destination without any detention. The certificate must be signed and dated not earlier than one day previous to the commencement of the journey and must describe the individual sufficiently for purposes of identification by the entry of one or more indelible marks. Persons travelling with certificates of inoculation, provided the date of such inoculation is certified to be within the last six months but not within ten days immediately preceding and the identity of the holders is not open to doubt, will ordinarily be allowed to pass with the examination described for first and second class passengers, except that they will probably be required to detrain. The examining Medical Officer shall have full discretion to permit an in-

dividual with a temperature in excess of normal to proceed. The fact and the reason for the permission must be intimated to the Plague Authority of the place of destination by telegraph, and this can only be allowed where the destination of the traveller is a place where a second medical examination can be made. In such cases the individual must be placed in charge of the guard and not allowed to alight till arrival at the place indicated. If, however, the Medical Officer is satisfied that the excess of temperature is not due to plague, he shall give a certificate (Form $\frac{B}{R}$), stating the cause of illness and permitting the individual to alight anywhere. Whenever any person is detained it shall be at the option of members of the same family or party travelling in the same train to remain with such person.

7. No subordinate will be empowered to order detention or to decide as to the results of examination. At each examining station a staff of Mahomedan, Brahmin and other suitable employés, trained to handle the thermometers, will be entertained. The thermometers will invariably be read and the temperature noted by the Medical or other Commissioned Officers in charge or by specially approved Assistants. The examining stations will be as few as possible.

8. *Secondly, as to the disinfection of clothing and bedding by steam.*—The importance of this precaution cannot be overrated, and to be effective it must be thorough, but it will be exercised only in the case of persons who are, either as coming from a plague-stricken locality and having lived with people amongst whom plague has been prevalent, or from the sordid condition of their clothing or baggage, believed to be likely to carry infection. Persons free from suspicion on this account will not be detained for the purpose of disinfection, and there will ordinarily be no necessity to put the great majority of travellers to any inconvenience. Detention for the process of disinfection will not occupy more than a few hours.

9. The name and address and destination of each person whose temperature has been taken or whose effects have been disinfected will be recorded on a ticket (Form $\frac{C}{R}$) bearing a consecutive number of that day's issue. Presentation of this ticket, under precautions as to identity and as to verification of residence, will procure for the traveller entrance into any town, subject to a second test of the temperature should the authorities of the town consider it necessary and subject to the provisions of paragraph 13. The ticket will ordinarily be operative for 24 hours only.

10. *Thirdly, as to the surveillance of the individual for ten days after arrival or during any shorter period of his residence.*—To this Government attach the very highest importance, and the plan is already working well in several of the more important towns. But the organization requires close attention and within the lines that Government prescribe the Collector and District Magistrate is responsible for the maintenance of strict watch over new arrivals. Under no circumstances will any respectable healthy person who can give a reference either in the place he came from or in the place at which he has arrived be detained. If necessary, the authority at the station can send the individual to one of the Ward Superintendents or other Plague Authority, whose duty it will be to ascertain where the individual finds lodging and, if necessary, to arrange for some watch over his movements.

11. Arrivals will be registered in a book (Form $\frac{F}{R}$) and be numbered consecutively. The book will show the usual particulars of name, age, caste, &c., and in addition to the station of departure the place whence the traveller started and the address to which he is proceeding will be entered. The book will also show to whom this address has been communicated (by Form $\frac{G}{R}$) and whether observation for ten days has been recommended. In the remarks column, the purpose of the journey and the length of stay as stated by the passenger and any remarks about the medical examination will be recorded. If observation is not recommended the reason for exemption will be recorded. The passenger will be furnished with a printed notice (Form $\frac{H}{R}$) bearing the same serial number as in the arrival register and directions showing exactly what the passenger is required to do. For example, that he must reside at the address indicated, appear at stated dates and hours at an indicated place and not change his residence up to a certain date without intimation to an officer named. At Poona a certain number of trustworthy Native gentlemen have been enrolled as volunteers who attend at the railway station by roster and who are responsible that the person they vouch for will present himself for surveillance and that the address given is the correct one. Persons who cannot get a volunteer to vouch for them, deposit their baggage whilst they seek lodgings.

12. Special effort will be made to render the obligation to report themselves from time to time as little irksome as possible to the persons under surveillance. As soon as the traveller is discharged

from surveillance he will be given a health certificate (Form $\frac{J}{R}$) under precautions as to identification.

13. Fourthly, as to special regulations for travellers who cannot be depended upon to give a trustworthy account of their residence and movements or are suspicious whether by reason of their appearance or symptoms, or the dirty condition of their clothes or effects.—Under this head a discretion must be left to local authorities to issue such orders as may be necessary consistent with the general instructions and declared policy of Government, particularly as enunciated in paragraph 10."

No. 5773—5865-P.—Medical examination of travellers by railway will be made at the following stations :—

B. B. and C. I. Railway.

Palghar—Up and Down trains.
* Anand—Down trains.

G. I. P. Railway—(Calcutta Line).

Kalyan—Down trains.
* Manmad— Do.
* Bhusawal— Do.

Dhond-Manmad Railway.

* Manmad—Up and Down trains.

G. I. P. Railway—(Madras Line).

Kalyan—Down trains.
* Poona—Up and Down trains.
* Sholapur—Down trains.

Southern Maratha Railway.

* Poona—Up and Down trains.
Satara Road— Do.
Belgaum— Do.
* Hubli— Do.
Bagalkot—Trains from the South.
Londa—All alighting from the Southern Maratha Railway and all travelling westward from Londa.

At stations marked with an asterisk there is also steam-disinfecting apparatus, except at Bhusawal, where disinfection is carried out by other means. The clothing, bedding and baggage of persons coming from or suspected of coming from a plague-stricken neighbourhood, who are believed to be likely to convery infection either from having

lived with people among whom plague has been prevalent, or from the dirty condition of their clothing or baggage, will, at the discretion of the Medical Officer, be liable to disinfection.

Any alterations in this Notification found necessary will be duly notified from time to time.

N.B.—The following handbill for guidance is available at all railway stations :—

Handbill.

The following information is published for the guidance of travellers by railway in the Presidency of Bombay :—

There is medical examination at the following railway stations :

B. B. & C. I. Railway.

Palghar—Up and Down trans.
* Anand—Down tranins.

G. I. P. Railway—(Calcutta Line).

Kalyan—Down trains.
* Manmad— Do.
* Bhusaval— Do.

Dhond-Manmad Railway.

* Manmad—Up and Down trains.

G. I. P. Railway—(Madras Line).

Kalyan—Down trains.
* Poona —Up and Down trains.
* Sholapur—Down trains.

Southern Maratha Railway.

* Poona—Up and Down trains.
Satara Road— Do.
Belgaum Do.
* Hubli— Do.
Bagalkot—Trains from the South.

Londa—All alighting from the Sourthern Maratha Railway and all travelling westward from Londa.

At stations marked with an asterisk there is also steam-disinfecting apparatus, except at Bhusaval, where disinfection is carried out by other means. The clothing, bedding and baggage of persons coming from or suspected of coming from a plague-stricken neighbourhood, who are believed to be likely to convey infection either from having

lived with people among whom plague has been prevalent, or from the dirty condition of their clothing or baggage, will, at the discretion of the Medical Officer, be liable to disinfection.

Persons travelling with a certificate signed by a Commissioned Medical Officer or by a medical practitioner specially authorized in this behalf by the Surgeon-General with the Government of Bombay, certifying the illness from which such person is suffering, and also that such person is free from suspicion of plague, will be permitted to travel to destination without detention.

N.B.—The certificate (which should be in the Form $\frac{A}{R}$) must be signed and dated not earlier than one day previous to the commencement of the journey, and must describe the individual sufficiently for identification by the entry of one or more indelible marks.

Persons travelling with certificates of inoculation, provided the date of such inoculation is certified to be within six months but not within ten days immediately preceding, and the identity of the holders is not open to doubt, will ordinarily be regarded as free from suspicion of plague, though disinfecting of the clothing, bedding and baggage may be considered advisable.

When the excess of temperature in any person is found by the examining Medical Officer not to be due to plague, such person will receive a certificate and will be permitted to proceed.

Whenever any person is detained, it is at the option of any members of the family or party travelling with such person to remain with such person.

At stations where the District Magistrate or Political Agent considers it necessary there will be medical examination of all persons alighting; any supplementary disinfecting considered necessary will also be undergone.

On arrival at destination the passenger must correctly state his name, age, caste, &c., the place whence he came, the address in the town or the name of the village to which he is proceeding, the purpose of his journey and the proposed length of his stay.

The passenger on arrival will be furnished with a notice informing him what he is required to do, namely, that he must reside at the address he has indicated and must not change such residence without permission for the number of days stated in the notice (usually ten days), that he must show himself on certain dates between certain

hours at a place stated in the notice and, if prevented from appearing, must send intimation stating the reason and where he can be found.

No respectable healthy person who can give a satisfactory reference either in the place he came from, or in the place at which he has arrived, will be detained if it appears that he has truly described himself and his intentions.

Note 1.—At Poona accredited volunteers attend at the railway station, who are responsible that the person they vouch for will abide by the rules of the surveillance system.

Note 2.—Special forms of certificates for Mahabaleshvar are obtainable from the Deputy Commissioner for Plague Operations, Bombay, or from the Cantonment Magistrate or Chief Plague Authority, Poona City, or from the Superintendent, Mahabaleshvar.

Any person making false statements or committing breaches of the plague rules regulating travelling by railway and the system of surveillance will be liable, subject to the sanction of the District Magistrate, under Section 188, Indian Penal Code, to be punished with imprisonment of either description for a term which may extend to six months, or with fine which may extend to one thousand rupees, or with both.

By order of H. E. the Rt. Hon. the Governor in Council,

A. WINGATE, Acting Chief Secretary to Government.

No. $\frac{6507}{P.}$ of 1898.

GENERAL DEPARTMENT (PLAGUE),

BOMBAY CASTLE, 23*rd November* 1898.

From the Honourable Mr. A. WINGATE, C.I.E., I.C.S., Acting Chief Secretary to Government, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, the accompanying copy of a Resolution No. 4360-74, dated the 11th instant, by the Government of India, Home Department, regarding the appointment of a Commission to enquire into the origin and spread of the plague epidemic and the efficacy of prophylactic and therapeutic serum.—I have, &c.,

J. K. CONDON,

For Acting Chief Secretary to Government.

No. 4360-74.

Extract from the Proceedings of the Government of India in the Home Department ($\frac{Sanitary}{Plague}$),—*under date Simla, the 11th November* 1898.

READ—

(1) Despatch to Her Majesty's Secretary of State for India, No. 19, dated the 25th August 1898.

(2) Telegrams from Her Majesty's Secretary of State for India, dated the 28th September and 2nd November 1898.

RESOLUTION.

Plague broke out in the City of Bombay during the rainy season of 1896 and has since visited all parts of the Bombay Presidency, the city of Calcutta, the district of Saharanpur in the North-Western Provinces, the districts of Jullunder and Hoshiarpur in the Punjab, several districts of the Madras Presidency, the Hyderabad and Mysore States, the Sirohi State in the Rajputana Agency, and the Gwalior State in the Central India Agency. No efforts have been spared in devising and prosecuting measures to stay the epidemic, and the Government of India think that, although the plague has been widespread, these efforts have been attended in many respects with marked success.

2. The Governor General in Council is of opinion that the time has now come when it is possible as well as most desirable to obtain reliable scientific opinion as to the manner in which the disease is communicated, the causes of the outbreaks in different parts of India, and the circumstances influencing their growth and decline. The facts connected with the outbreaks of the disease are still very obscure, and no such opportunity has arisen—and it may be hoped that none will arise in the future—as now presents itself for their investigation. A number of interesting facts have already been collected and embodied in the different reports regarding the outbreak of the disease which has prevailed in India for the past two years ; but there must be many valuable items of information to be ascertained from officers who have been employed on plague operations that have not been recorded in official reports ; and there are also many circumstances connected with the outbreaks at different places which require to be locally examined by persons who can collate the facts and form conclusions which will be accepted by public as well as scientific opinion in respect of them.

The Government of India also regard it as very desirable that an authoritative scientific opinion should be obtained as to the value of prophylactic and therapeutic serum in dealing with plague.

3. The Governor General in Council has accordingly decided, with the approval of Her Majesty's Secretary of State for India, to appoint a Commission to inquire into the following questions:—

(1) the origin of the different outbreaks of plague;
(2) the manner in which the disease is communicated;
(3) the effects of curative serum; and
(4) the effects of preventive inoculation.

The object with which the Commission is appointed is to conduct an investigation of a scientific character, the results of which will be of the greatest interest and importance not only to the Government of India, but beyond the limits of the Indian Empire.

4. The President of the Commission will be Professor T. R. Fraser, M.D., LL.D., F.R.S., Professor of Materia Medica in the University of Edinburgh. The Members of the Commission will be Mr. J. P. Hewett, C.I.E., I.C.S., Secretary to the Government of India in the Home Department; Professor A. E. Wright, M.D., Professor of Pathology in the Army Medical School, Netley; Mr. A. Cumine, I.C.S., a Senior Collector in the Bombay Presidency; and Dr. M. A. Ruffer of the Egyptian Sanitary Department. Mr. C. J. Hallifax, I.C.S., will be Secretary to the Commission.

5. The Commission will be formally constituted on the arrival of the members from England. They will first visit the city of Bombay and will probably then desire to make enquiries in the other parts of India in which plague is or has been prevalent. The Governor General in Council desires to leave the matter of method and procedure entirely to their discretion. The general conduct of the inquiry and the regulation of the course of business before the Commission will be entrusted to the President in communication with the members. The Commission, through their Secretary acting under the instructions of the President, will correspond direct with Local Governments and Administrations (including Political Officers in direct relation with the Government of India) and Departments of the Government of India and with any local authorities with whom direct communications may be authorized by Local Governments and Administrations as a matter of convenience and in order to save time. It is requested that all communications or requisitions for information

emanating from the Commission may be treated as urgent and complied with promptly, and that, in the event of the Commission visiting a Province, they may be afforded every facility for their inquiries.

ORDER.—Ordered, that copy of this Resolution be forwarded to the Local Governments and Administrations for information and guidance, and to the Departments of the Government of India noted in the margin for information.*

Madras.
Bombay.
Bengal.
North-Western Provinces and Oudh.
Punjab.
Burma.
Central Provinces.
Assam.

Coorg.
Hyderabad.
Foreign
Public Works } Dept.
Finance
Military
* *To Foreign Department*, and communication to Political Officers.

Ordered also, that it be published in the Supplement to the *Gazette of India* for general information.

[True Extract.]

A. H. L. FRASER, Offg. Secy. to the Govt. of India.

APPENDIX C.

QUARANTINE.

No. $\frac{2509}{P}$ of 1898.

General Department (Plague),
Bombay Castle, *5th April* 1898.

From the Honourable Mr. A. Wingate, C.I.E., I.C.S., Secretary to Government, to the Secretary, Bombay Chamber of Commerce.

Sir,—In view of the influx into Bombay which, it is believed, has already begun, and which is likely to follow a declining mortality and of the great danger of a recrudescence of plague which may be caused by premature reoccupation of empty houses not yet rendered fit for human habitation, or by overcrowding dwellings at present in occupation, I am directed by His Excellency the Governor in Council to invite your co-operation in inducing the incoming labour to settle temporarily in the various health camps which would be made available by the Plague Committee to house labourers and their families. I am to add that the Plague Committee has been asked to address you more particularly on the subject.—I have, &c.,

A. WINGATE, Secretary to Government.

Bombay Chamber of Commerce, *7th April* 1898.

The Secretary to Government, General Department (Plague), Bombay.

Sir,—I am directed to acknowledge the receipt of your letter No. $\frac{2509}{P}$ of the 5th instant, inviting the co-operation of the Chamber towards inducing incoming inhabitants of the city to settle temporarily in the various health camps to be made available by the Plague Committee.

2. The purport of this communication has been communicated to all the members of the Chamber, with a

request that they will endeavour to promote the views of Government in this matter as far as possible. At the same time I am directed to suggest, for the consideration of Government, whether the time has not come, or may come in the very near future, for the abolition of all land quarantine for passengers leaving Bombay. The very decided falling off in the mortality during the past two or three weeks shows, my Committee think, that the plague—following a similar course to what it did last year—is rapidly declining, and in all probability will have practically disappeared in the near future.

3. As Government are no doubt aware the infliction of quarantine has had a most adverse effect on trade in Bombay. Native merchants and dealers have practically ceased to come to the city with the result that both sales of produce and purchases of imports are being restricted to a scale much below what they would be under ordinary circumstances. There are now only two months of the busy season left, and the Committee of the Chamber think it would be of the utmost importance to the mercantile community if, during that period, the city could be rendered absolutely free to intending visitants without restriction of any kind. The Committee of the Chamber are of course aware that liberal rules have been fixed for the granting of passes to people entering and leaving the city, but the limits of these passes are so restricted and the necessary steps to obtain them are regarded with so much dislike that they are not availed of to anything like the extent that could be desired, and as a matter of fact where any rules and restrictions of a quarantine character are known to exist, native merchants and dealers prefer to incur no risk by entirely staying away from the city.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{3062}{P}$ of 1898.

GENERAL DEPARTMENT (PLAGUE),
BOMBAY CASTLE, 11*th May* 1898.

From the Honourable Mr. A. WINGATE, C.I.E., I.C.S., Secretary to Government, to the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—I have the honour to acknowledge the receipt of the letter from the Secretary to the Chamber of Commerce dated 7th April 1898, and in reply am directed to state that after duly considering the representation of the Chamber and the decline of plague in Bombay, steps have been and are still being taken to diminish interference with travelling by sea and rail.—I have, &c.,

A. WINGATE, Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 20*th May* 1898.

The Honourable Mr. A. WINGATE, C.I.E., I.C.S., Secretary to Government, General Department (Plague), Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. $\frac{3062}{P}$ of the 11th instant, addressed to the Chairman of the Chamber, intimating that steps have been and are still being taken to diminish interference with travellers by sea and rail.

2. As no public notification has apparently been issued to this effect, my Committee confess they are not aware what the actual quarantine restrictions in force now are, and whether such as they are they are imposed under the direct sanction of Government or by local authorities. They consider it would be in the public interests to make generally known what quarantine rules are still actually maintained in Bombay. It would be greatly to the advantage of trade if all restrictions could be removed on people coming into and going out of Bombay whether for trade purposes or otherwise, and they venture to think that the time has now arrived when the removal of these restrictions could be notified with all safety.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 3298/P of 1898.

GENERAL DEPARTMENT (PLAGUE),
BOMBAY CASTLE, 21*st May* 1898.

From the Honourable Mr. A. WINGATE, C.I.E., I.C.S., Secretary to Government, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter dated 20th instant, I am directed to explain, that there is no longer any detention of through passengers to, or from Bombay, in any Railway Observation Camp so far as Government is aware, save for the few hours necessary to disinfect the clothing, and then only when the clothing is dirty, or the circumstances are suspicious.

2. The system of surveillance over new arrivals is now coming into operation in most of the large towns, and it is believed that travellers are rarely detained anywhere. Plague is declining in Bombay, and officers have relaxed their restrictions, and as regards business, every possible facility has been afforded.

3. If you will be good enough to bring any specific case to notice, of any restriction operating to the disadvantage of trade, it will receive immediate attention.—I have, &c.,

A. WINGATE, Secretary to Government.

No. 4615/4856-P

GENERAL DEPARTMENT (PLAGUE),
BOMBAY CASTLE, 17*th August* 1898.

Letter to the Government of India, Home Department, No. 4284-P., dated the 16th July 1898.

Letter from the Government of India, Home Department (Sanitary), No. 1951, dated the 6th August 1898:—

"I am directed to acknowledge the receipt of your letter No. 4284-P., dated the 16th July 1898, and in reply to say that, subject to the modifications suggested by the Government of Bombay in paragraphs 2 and 3 of your letter, and the remarks made in paragraphs 4 and 5 below as regards the 'Instructions for Disinfection,' the Governor General in Council approves the revised draft rules which have been framed in accordance with

Venice Sanitary Convention for the inspection of passengers and crews of vessels leaving or arriving at Bombay."

* * * * *

"4. It has been brought to the notice of the Government of India that the instructions for disinfection in the appendices to the rules both for outward and inward vessels are indefinite and liable to be misunderstood. I am to suggest, therefore, that for the first three clauses of the Appendix of the former and for Rule 2 of the Appendix to the latter should be substituted the following simple specification which, in the opinion of the Government of India, will be generally understood and at the same time will secure thorough disinfection and will meet the requirements of Foreign Governments :

> 'Under-clothing, bedding, wearing apparel, mattresses, carpets, &c., which are contaminated or *suspected* and other articles to be disinfected should be exposed for 15 minutes to saturated steam—under pressure if possible—at a temperature of not less than 100° C. (212° F.), care being taken that the steam shall reach all parts of each article to be disinfected.'

"5. I am also to suggest that the words 'free from tar oils' should be added after the words 'Commercial Carbolic Acid' in Clause (*b*) under the heading 'Disinfecting solutions' in both appendices. I am to explain that if tar oils are present, the solution is not only rendered inefficient as a disinfectant, but will injure clothes, especially if made of wool."

RESOLUTION.—The foregoing extracts from the letter from the Government of India should be communicated to the officers concerned for information, and the following notifications should be issued :—

"No. 4616—4857-P.—In exercise of the powers conferred by the Epidemic Diseases Act, 1897, the Governor of Bombay in Council has been pleased to prescribe, as a temporary measure, that all vessels and persons leaving Bombay by sea shall be subjected to the rules hereinafter set forth, which shall be substituted for the rules prescribed in the marginally noted Notifications :—

No. 656—165-P., dated 6th February 1897.
No. 2580—1936-P., dated 12th May 1897.

Rule I.—No vessel shall leave the Port of Bombay until she has been inspected by the Health Officer of the Port, and until the master or person in charge of such vessel has obtained a bill of health or

certificate from such officer that the master or person in charge and the crew have been medically examined by him by day on shore and that the passengers (if any) have also been medically examined by him by day on shore before embarkation, and that all are free from plague. Provided that, in the case of a vessel that has called at Bombay *en route* for some other port and has had no communication with Bombay, the inspection with reference to such vessel by the Health Officer of the Port may be limited to the medical examination on shore prior to embarkation of such person or persons as intend to sail in such vessel from Bombay, and the bill of health or certificate required by this rule shall certify that such person or persons is or are free from plague, and such certificate may be in the form of an endorsement on the bill of health last obtained by the vessel before its arrival at Bombay. For the purposes of this proviso the Collector of Customs and the Port Health Officer are empowered to decide what shall constitute communication with Bombay. The Consular authority interested in any ship under this rule and its proviso may be present at the inspection and medical examination.

Rule II.—(*a*) Should the Health Officer of the Port consider that any passenger so examined is suffering from plague, or is not free from the infection of plague, he shall prevent such person and his or her relatives and non-medical attendants from embarking, and their baggage and personal effects shall not be allowed on the vessel, and if already placed on board shall be removed as early as possible.

(*b*) Should the Health Officer of the Port consider that any member of the crew of the vessel is suffering from plague, or is not free from the infection of plague, he shall prevent such person from re-embarking on such vessel and shall refuse to give the bill of health or certificate referred to in Rule I, unless and until the baggage and personal effects of such person have been removed from the vessel, and such parts of the vessel as have been occupied or frequented by such person shall have been disinfected to the satisfaction of the Health Officer of the Port and all such procedure and precautions taken as regards the disinfection of the vessel shall be noted in the bill of health. The baggage and personal effects also of such persons as were in immediate contact with such infected case shall, according to the discretion and under the supervision of the Health Officer of the Port, be disinfected, and the names of those persons shall be given to the vessel's surgeon or the master or person in charge of the vessel for supervision on the voyage.

(e) All contaminated or suspected articles shall be thoroughly disinfected on shore or in a disinfection barge under the supervision of the Port Health Officer in the manner prescribed in the Appendix.

For the purposes of this rule the term "relatives" shall mean such relatives as have been living with or have been, in the opinion of the Port Health Officer, in dangerous communication with the infected case for any time within the eleven days immediately preceding the discovery of the case at the medical examination held under these rules.

Rule III.—After the master or person in charge of the vessel has obtained a bill of health or certificate under the provisions of these rules, no cargo or goods of any kind shall be embarked or disembarked before the vessel leaves the Port of Bombay unless such vessel is again inspected by the Port Health Officer and another bill of health or certificate obtained from such officer by the master or person in charge of the vessel, and no person shall be permitted to embark who has not been examined as required by Rule I by the Health Officer of the Port, who shall amend the bill of health or certificate accordingly.

Rule IV.—No port clearance shall be delivered to any vessel unless and until the master or person in charge thereof shall produce the bill of health or certificate to be obtained as aforesaid. And it shall be the duty of Customs officers to refuse delivery of the port clearance until such master or person in charge shall produce such bill of health or certificate which shall be subject to the provisions of Rule V.

Rule V.—Vessels not leaving port before 6 a.m. of the day following the inspection referred to in Rule I may not leave without reinspection, but if there shall have been no communication between any such vessel and Bombay as referred to in Rule I, the master, crew and passengers of such vessel may be medically examined on board.

Rule VI.—The inspection of vessels and the medical examination of passengers shall be carried out between sunrise and sunset.

Rule VII.—The Government of Bombay may appoint any person or persons by name or by virtue of office Health Officer or Health Officers of the Port for the purpose of these rules as regards any class or classes of vessels and may cancel any such appointment.

Rule VIII.—Should the Port Health Officer prevent the embarkation or sailing of any person under these rules, such person may be

removed to, and kept at, a hospital or place of observation appointed for the purpose.

Rule IX.—Disobedience of any of the above Rules I, II, III, IV, V and VIII will subject the offender and all persons aiding and abetting him to a prosecution under the Indian Penal Code.

APPENDIX.

Under-clothing, bedding, wearing apparel, mattresses, carpets, &c., which are contaminated or *suspected* and other articles to be disinfected should be exposed for 15 minutes to saturated steam—under pressure if possible—at a temperature of not less than 100° C. (212° F.), care being taken that the steam shall reach all parts of each article to be disinfected.

Disinfecting solutions—

(*a*) Solutions of corrosive sublimate, of one part in 1,000 with the addition of two parts in 1,000 of hydrochloric acid or 160 grains of chloride of soda in one gallon. The solution should be coloured with aniline dye or indigo. It should not be placed in metal vessels.

(*b*) A 5 per cent. solution of pure crystallized carbolic acid, or 5 per cent. of crude commercial carbolic acid free from tar oils in a warm solution of soft soap. The carbolic solutions will be useful more particularly for disinfecting articles, such as metals and instruments, which can neither be subjected to a temperature of 212° F. nor placed in contact with corrosive sublimate solutions. They may also be used at ports not provided with a disinfecting stove of the prescribed pattern."

"No. 4617—4858-P.—In exercise of the powers conferred by the Epidemic Diseases Act, 1897, the Governor of Bombay in Council has been pleased to prescribe, as a temporary measure, the following rules for quarantine against plague in respect of arrivals by sea, which shall be substituted for the rules prescribed in Government Notification No. 1975—1446-P., dated 12th April 1897. These rules shall take effect from the 1st day of September 1898 at Bombay :

Definitions.

Rule I.—In these rules, unless there is anything repugnant in the subject or context,

(1) '*Health Officer*' shall mean the Health Officer of the Port of Bombay and includes an additional or Assistant Port Health Officer and any person appointed by name or by virtue of his office to perform any of the duties of any such officer.

(2) '*Infected Port*' shall include a port where plague exists, and a place in an area officially declared to be infected with plague.

(3) '*Infected Vessel*' shall include any vessel with a case of plague on board, or on board of which there has been a case of plague within twelve days of her arrival.

(4) '*Suspected Vessel*' shall include any vessel on board of which there has been a case of plague at the time of departure or during the voyage, but on which there has been no case of plague during the twelve days immediately preceding her arrival.

(5) *Ordinary Healthy Vessel*' shall include any vessel (not being an infected or suspected vessel) that has within the period of 10 days immediately preceding her arrival left an infected port or communicated (otherwise than orally or by signal) with a vessel that has left an infected port within that period.

(6) '*Healthy Vessel*' shall include any vessel even though coming from an infected port which has had no death from unknown or suspicious causes, and has had no case of plague on board, either before departure, during the voyage, or on arrival, and has not within the period of ten days immediately preceding her arrival left an infected port or communicated (except orally or by signal) with a vessel that has left an infected port within that period.

(7) '*To keep under observation*' means to segregate persons under medical supervision either on board a vessel or in a place on shore appointed for the purpose till they have obtained free pratique or are removed to an hospital.

(8) '*To subject to surveillance*' means that the persons so subjected will not (after preliminary formalities have been complied with) be kept under observation but will be allowed to proceed to their destinations whether at the port of arrival or elsewhere where they will be under medical supervision for a period to be fixed by written order.

Hoisting of quarantine signal.

Rule II.—The commander of every vessel, including buggalows and other native craft, (*a*) arriving from an infected port, or (*b*) having been in communication otherwise than orally or by signal with a vessel from an infected port, or (*c*) having plague on

board or (*d*) on board of which one or more cases of plague have taken place within twelve days preceding her arrival shall, before entering the harbour, hoist a yellow flag as the quarantine signal by day, or shall if entering at night show the quarantine light signal, namely, three lights—red, white and red—and indicate by signal the port from which the vessel has come, and shall keep hoisted at the main mast such flag by day and such lights by night until permitted to take the signal down by the Health Officer of the Port. The Pilot or Customs or Police Officer going alongside such vessels shall direct the flag or the lights prescribed above to be hoisted if this has not already been done.

Prohibition of Communication.

Rule III.—The commander shall permit the Pilot, Customs or Police Officer on board, but otherwise (except as in these rules provided) shall not, without having obtained pratique, allow any communication, except orally, with the shore or with any other vessel or boat.

Health Officer to visit and class vessel 'Infected,' 'Suspected,' 'Ordinary Healthy' or 'Healthy.'

Rule IV.—On the arrival of a vessel whose destination is Bombay the Health Officer shall as soon as possible visit it and ascertain whether the ten days' period hereinbefore referred to in the definition of a healthy vessel has or has not expired, and make such inquiries and inspection as he thinks necessary and may require a declaration on oath from the medical officer of the vessel (if any) or the commander, or both, as to whether any death from an unknown or suspicious cause has occurred or any case of plague has occurred on board the vessel either during the voyage or before its departure. He shall then class the vessel 'Infected,' 'Suspected,' 'Ordinary Healthy' or 'Healthy.' A vessel classed 'Healthy' shall be given pratique forthwith.

Onward-bound vessels.

Rule V.—On the arrival of a vessel which is onward-bound, and which uses Bombay merely as a port of call, the Health Officer shall as soon as possible visit it and ascertain whether the said ten days' period has or has not expired.

(*a*) If it has expired, and if the Health Officer is permitted to make such inspection as he thinks necessary, and, as the result thereof and of any enquiries he may make, is satisfied that the vessel is 'healthy,' the vessel shall be given 'pratique.'

(*b*) If the ten days' period has not expired, or if the vessel does not obtain 'pratique' under clause (*a*) of this rule, no person shall be landed therefrom except in accordance with such direction as shall be obtained from the Health Officer and subject to the conditions under which passengers may be landed from infected or suspected vessels, and at the places appointed for the landing of persons under observation, and no communication with the shore or with other vessels or boats shall be allowed except the landing of mails in quarantine under such directions as shall be obtained from the Health Officer and the embarkation of passengers subject to the rules then in force regarding such embarkation.

Inspection to be by day.

Rule VI.—No visit to or inspection of a vessel under Rules IV and V shall ordinarily be made except by daylight between sunrise and sunset.

Transhipment in quarantine.

Rule VII.—These rules shall not prevent the transhipment in quarantine, with the express consent of the Health Officer and subject to such restriction as he shall impose, of passengers or other persons or mails or cargo from a vessel in quarantine to another vessel.

Infected vessels.

Rule VIII.—'Infected Vessels' or vessels so classed will be dealt with as follows:—

(1) The sick will be disembarked under the directions of the Health Officer and sent to the camp or hospital, whether ashore or afloat, appointed for the purpose.

(2) The other persons will be disembarked and will be sent to the place appointed for the purpose, to be kept under observation, provided, however, that it shall be in the discretion of the Health Officer to permit so many of the apparently healthy members of the crew as are necessary for the care of the vessel to remain on board the vessel under his medical supervision and subject to such inspection as he shall from time to time think necessary. But such members of the crew as are allowed to remain on board shall not be allowed to leave the vessel until the quarantine signal is hauled down by order of the Health Officer.

(3) The soiled linen and personal effects of the passengers and crew which, in the opinion of the Health Officer, may be considered as infected shall be disinfected in accordance with the rules contained in the Appendix.

(4) A fresh supply of drinking water will be stored on board, and the bilge-water will after disinfection be pumped out outside the limits of the port.

(5) All parts of the vessel which have been occupied or frequented by plague patients will be disinfected under the supervision of the Health Officer, and any other parts of the vessel may also be disinfected at the discretion of the Health Officer.

(6) When these rules have, in the opinion of the Health Officer, been fully complied with, he shall, by an order in writing under his hand, grant pratique and permit the quarantine signal to be hauled down.

Suspected vessels.

Rule IX.—'Suspected vessels' or vessels so classed will be dealt with as follows :—

(1) Passengers and crew will be medically examined by the Health Officer.

(2) The soiled linen and personal effects of the passengers and crew which, in the opinion of the Health Officer, may be considered infected shall be disinfected in accordance with the rules contained in the Appendix.

(3) A fresh supply of drinking water will be stored on board, and the bilge-water will after disinfection be pumped out outside the limits of the port.

(4) All parts of the vessel which have been occupied or frequented by plague patients will be disinfected under the supervision of the Health Officer, and any other parts of the vessel may be disinfected at the discretion of the Health Officer.

(5) All passengers and such of the crew as are to be disembarked who in the opinion of the Health Officer are in any way likely to spread infection will be sent to the place appointed for the purpose to be kept under observation.

(6) The remainder of the crew will be kept on the vessel under the medical supervision of the Health Officer, in such manner as he shall direct, for ten days from the arrival of the vessel or (if she is in port for less than ten days) during the time she is in port, and, in the event of any case of plague occurring on board during such period, the vessel shall be classed 'Infected' and dealt with under Rule VIII.

(7) When these rules have, in the opinion of the Health Officer, been fully complied with, he shall, by an order in writing under his hand, grant pratique and permit the quarantine signal to be hauled down.

Ordinary healthy vessels.

Rule X.—Ordinary healthy vessels, or vessels so classed, shall be subjected to the measures prescribed in Rule IX, paragraphs (1), (2) and (5), and at the discretion of the Health Officer to those prescribed in paragraph (3), Rule IX. When these rules have, in the opinion of the Health Officer, been fully complied with, he shall, by an order in writing under his hand, grant pratique and permit the quarantine signal to be hauled down. Provided, however, that until the ten days' period has expired, and whilst the vessel is in port, such of the crew as have not been disembarked (as prescribed in Rule IX (5)) shall remain under the medical supervision of the Health Officer and from time to time submit to such examination as he shall in writing direct.

Healthy vessels.

Rule XI.—A healthy vessel may at the discretion of the Health Officer be subjected to the measures prescribed in Rule IX, paragraphs (1), (2) and (3).

Health Officer to fix period for observation.

Rule XII.—The Health Officer, when sending persons to be kept under observation, shall, in writing, inform the medical officer in charge of the place appointed for such purpose (if he himself be not in charge thereof) the period for which, in his opinion, such persons should be kept under observation having regard to the sanitary condition of the vessel and to whether the vessel from which they disembarked was classed as infected, suspected or ordinary healthy.

Discretion of Health Officer to permit surveillance.

Rule XIII.—The Health Officer may at his discretion (but subject to, and in accordance with, such instructions as he may from time to time receive from the special Plague authority appointed by Government for the City of Bombay) by written order permit any person who appears to be clean and healthy to be subjected to surveillance merely instead of sending such person to be kept under observation under Rules VIII, IX or X. But any person so subjected to surveillance shall submit to, and comply with, all directions as to medical supervision or otherwise required by the written order.

Rule XIV.—The persons sent to be kept under observation shall be detained and shall be kept under observation at the place appointed for the purpose for such period not exceeding ten days as the medical officer in charge of such place shall decide upon, having regard to the opinion of the Health Officer and to local conditions, provided that such period in the case of persons disembarked from an ordinary healthy vessel shall be determined on the 11th day from the date of the departure of such vessel from the infected port or the date of her communicating with a vessel that had left an infected port, whichever date is the more recent. But if plague occurs amongst them whilst under observation, such plague case shall be isolated or sent to hospital and the other persons shall be detained and shall be kept under observation for a term not exceeding ten days from when plague shall have ceased to be amongst them. It shall further be in the discretion of the medical officer in charge by written order to subject to surveillance merely any person put in his charge to be kept under observation. A person subjected to surveillance shall proceed to his or her home or destination and submit to, and comply with, all directions as to medical supervision or otherwise required in the written order.

Persons to remain under observation or surveillance as directed.

Rule XV—All persons sent to hospital or kept under observation shall obey and conform to the rules, regulations, and orders for the time being in force at such hospital or other place appointed for the purpose and shall bear and pay all such charges for food as for the time being may, by sanction of the Government, be made against them.

Persons sent to hospital or for observation to obey rules and to pay sanctioned charges.

Rule XVI.—In exercise of the discretion vested in him by these rules, the Health Officer should, if the vessel carries a medical officer or has a disinfecting apparatus (stove) of approved pattern on board, take those facts into consideration.

Vessels carrying medical officer or disinfecing apparatus.

Rule XVII.—Crowded vessels carrying emigrants or pilgrims or vessels which appear to be in an insanitary state may at the discretion of the Health Officer be treated and dealt with as 'suspected' vessels.

Crowded and insanitary vessels.

Rule XVIII.—A vessel objecting to submit to the obligations imposed by these rules will be free to put back to sea; but if she disembarks any passengers or goods she must submit to the rules.

Right of vessels to put back to sea.

Rule XIX.—Vessels coming under these rules will anchor at such places as may be notified for that purpose by the Port Officer in consultation with the Health Officer of the Port.

Anchorage.

Rule XX.—No Mails, baggage, or cargo which may be brought by any vessel coming under these rules shall be disembarked, landed, or transhipped except under such precautions as the Health Officer shall deem necessary to prevent the spread of plague.

Mails and cargo.

Rule XXI.—It will be the duty of the Port Officer to facilitate the conveyance to all vessels in quarantine of such supplies of provisions, stores and other articles as may be required by those on board. Such supplies will be placed on the boats of the vessels in quarantine to be subsequently removed by members of their crews.

Provisions and stores.

APPENDIX.

Instructions for Disinfection.

1. Personal effects, such as rags, bandages, papers and other articles without value, which, in the opinion of the Health Officer, are deemed likely to carry infection, should be destroyed by fire.

2. Under-clothing, bedding, wearing apparel, mattresses, carpets, &c., which are contaminated or *suspected*, and other articles to be disinfected should be exposed for 15 minutes to saturated steam—under pressure if possible—at a temperature of not less than 100° C. (212° F.), care being taken that the steam shall reach all parts of each article to be disinfected.

3. *Disinfecting solutions*—

(*a*) Solution of corrosive sublimate of 1 part in 1,000 with the addition of 2 parts in 1,000 of hydrochloric acid or 160 grains of chloride of soda in one gallon. The solution should be coloured with aniline dye or indigo. It should not be placed in metal vessels.

(*b*) A 5 per cent. solution of pure crystallized carbolic acid, or 5 per cent. of crude commercial carbolic acid free from tar oils in a warm solution of soft soap.

(c) Fresh slaked lime[1].

4. *Special instructions to be observed in the employment of disinfecting solution.*—The linen, clothing and articles soiled by the excreta of patients should be soaked in the solution of corrosive sublimate. The solution of pure carbolic acid and the solution of soap and carbolic acid are equally suited to the purpose. The articles should remain in the solution for at least six hours.

Articles which cannot be subjected to the temperature of 212°F. without injury, as leather goods, wooden articles stuck together with glue, felt, velvet, silk, &c., should be washed with the solution of corrosive sublimate; coins can be disinfected with the solution of soap and carbolic acid. Persons engaged in nursing the sick should wash their hands and faces with the solution of corrosive sublimate, or with one of the carbolic solutions. The carbolic solutions will be useful more particularly for disinfecting articles such as metals, or instruments, which can neither be subjected to a temperature of 212°F. nor placed in contact with corrosive sublimate. Slaked lime is particularly recommended for disinfecting excreta. Expectorated matter should be burnt.

5. *Disinfection of ships with plague patients on board.*—The cabin or cabins, and all parts of the ship occupied by the sick or *suspected*, should be cleared out, and all articles in them should be treated as described above. The partitions should be disinfected with the solution of corrosive sublimate with an addition of ten per cent. of alcohol. The washing should commence from the top, horizontally, and be continued downward, so that the whole surface of the partition becomes covered with a coating of minute drops. The boarding should be washed with the same solution. Two hours after, the walls and flooring should be washed over with plenty of water.

6. *Disinfection of the hold of an infected ship.*—To disinfect the hold, sulphate of iron, in quantity sufficient to neutralize the sulphuretted hydrogen, should first be thrown in, the bilge-water should be pumped out, and the hold washed with sea water. Solution of corrosive sublimate should then be thrown in. The bilge-water should not be pumped out while the ship is in port."

---

(1) To get very strong slaked lime of good quality, slack it by moistening it gradually with half its weight of water. When the operation is completed, put the powder in a carefully corked receptacle, and place it in a dry spot. As each 2½ lbs. (avoirdupois) of lime absorbs 500 grains of water in order to become slack, it acquires a volume of 3½ pints, and it is sufficient to dilute it with double its volume of water to obtain a whitewash which will be of about 20 per cent. strength.

2. The Health Officer of the Port should be requested to favour Government with a copy of the executive orders and regulations prepared by him for the working of the above-printed Rules, and he should also be requested to expedite the submission of the report called for in paragraph 3 of Government Resolution No. 4038—4283-P., dated 16th July 1898.

A. CUMINE, Acting Secretary to Government.

No. 686 OF 1898.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
BOMBAY, 21*st January* 1898.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I beg to enclose herewith an extract of a letter from the Agent, Great Indian Peninsula Railway Company, to my address, No. 736, dated 17th January 1898, and copies of its enclosures.

2. As the Chamber is aware the export from the territories administered by the Government of Bombay into any other part of British India of used gunny bags has been prohibited by Government of India, Home Department Notification No. 1033, dated 22nd March 1897.

3. I shall feel greatly obliged if the Chamber would kindly favour me with their opinion as to whether this prohibition interferes with trade to such an extent as to render it desirable that the Government of India should be moved to reconsider the matter, unless it is held that the danger of spreading infection by this means outweighs the inconvenience to trade.—I have, &c.,

J. WILLCOCKS,
For Consulting Engineer for Railways.

EXTRACT from Agent, G. I. P. Railway Company's letter No. $\frac{S\ 184}{736}$ dated 17th January 1898, to the Consulting Engineer for Railways, Bombay.

But the still existing restrictions on this traffic between stations within the infected area and stations in other Provinces are a great impediment to the grain traffic and are being strongly protested against.

I enclose copy of a petition signed by 57 influential grain merchants and also of a letter from our General Traffic Manager, and the Agent will be glad, if you approve, if you will make representations to the Government of India, with a view to their removal or to their being sufficiently modified to meet the requirements of grain traffic, as new gunny bags are not used for grain.

No. 45-218
41.

10*th January* 1898.

From GENERAL TRAFFIC MANAGER to AGENT, G. I. P. Railway Company.

RE: STOPPAGE OF BOOKING USED EMPTY GUNNY BAGS, &c.

With reference to your S 184/15615 of 26th October last, I enclose in original a petition signed by a number of influential grain and seed merchants in Bombay, protesting against the restrictions in force in regard to the booking of used gunny bags by rail. I also enclose a copy of a reply I have addressed to the petitioners. I shall be glad if you will, in the interest of traders and our railway, address Government and urge that restrictions in regard to the forwarding of used gunny bags by rail over this and the other railways may be withdrawn or modified, particularly as new gunny bags are not used for grain and seed carried by rail. There is no doubt that the present restrictions in regard to despatch of used gunny bags interfere considerably with traders carrying out their operations.

BOMBAY, 3*rd January* 1898.

The TRAFFIC MANAGER, G. I. P. Railway, Bombay.

DEAR SIR,—We, the undersigned grain and seed merchants, beg to bring to your kind notice that your Company has been still refusing to book consignments of empty bags for up-country stations excepting a few ones.

We may be permitted to metion that we are quite unable to understand the reason of this restriction, as the bags we wish to be forwarded are although used bags, they are as good as new ones; if they were old and worn out, it would be to our disadvantage, to use them any longer, as the stuff packed in them would run out and entail a heavy loss upon us.

We may also mention that the bags used for packing grains and seeds have generally to travel backwards and forwards for about four or five times before they become useless for further use, and to purchase each time new bags would be so hampering the trade that it would not pay the merchant to undergo such an heavy expense. Even if these bags were purchased up-country, under the present extraordinary circumstances, they would not, if disposed of again in Bombay, realise anything approaching the prime cost, because there would be no one willing to purchase them owing to the restriction of exporting them.

Some of us had lately the honour of waiting upon the members of the Plague Committee, when we drew their attention to our above complaint, with a view to have this restriction against export of empty bags removed, we were informed that they had not at all prohibited the export of empty bags, and kindly advised us to communicate with you on the subject.

We therefore request your immediate attention in the matter and have this prohibition removed at once as otherwise we assure you this will seriously affect the trade of Bombay, and the inhabitants of Bombay will also be put to great inconvenience as regards food grains.

We feel sure you will on receipt of this, kindly address the Government, and explain matters to them more fully, impressing upon them the absolute necessity of removing this prohibition as soon as possible.

As the busy season has now already commenced, we need hardly remind you of taking immediate action in the matter, as delay is of considerable consequence to those who are interested in the grain and seed trade.—We remain, &c.,

DHARSEY NANJEE & Co.,
AND 56 OTHERS.

BOMBAY CHAMBER OF COMMERCE, *26th January* 1898.

The CONSULTING ENGINEER for RAILWAYS, Bombay.

SIR,—I have laid before the Committee of the Chamber your letter No. 686 of the 21st instant, covering an extract from a letter from the Agent of the G. I. P. Railway Company on the subject of the prohibition by Government of the export from Bombay territory to other parts of British

India of used gunny bags, and asking for the opinion of the Chamber as to whether this prohibition interferes with trade to such an extent as to render it desirable that the Government of India should be moved to reconsider the matter.

2. In reply, I am directed to say that the prohibition by compelling importers of wheat and seeds to use new bags for the transport of all their produce is equivalent to enforcing a tax on the trade through Bombay as against other ports of ½ to ¾ per cent., and this undoubtedly would be an obstruction to trade and tend to divert it to other quarters.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 593 OF 1898.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, *23rd February* 1898.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to correspondence ending with your letter dated 26th January 1898, I am directed to forward herewith a copy of a Resolution of this Government No. 592, dated 23rd February 1898, containing the orders of the Government of India cancelling the prohibition against the carriage of used gunny bags between the Bombay Presidency and other parts of India.—I have, &c.,

J. WILLCOCKS, Under-Secretary to Government.

No. 592 OF 1898.

P. W. DEPARTMENT, RAILWAY,
BOMBAY CASTLE, *23rd February* 1898.

Telegram from the Secretary to the Government of India, Public Works Department, No. 94 R. T., dated 28th January 1898 :—

"Messrs. Smeatham, Bland and Noble, Solicitors, 18, Church Gate Street, have submitted memorial from grain and seed merchants regarding carriage of used gunny bags between Bombay Presidency and other parts of India. Please obtain copy and intimate your views thereon."

Telegram to the Secretary to the Government of India, Public Works Department, No. T. 21, dated 29th January 1898.

Telegram to the Secretary to the Government of India, Public Works Department, No. T. 37, dated 4th February 1898.

Letter to the Secretary to the Government of India, Public Works Department, No. 396, dated 4th February 1898.

Letter from the Secretary to the Government of India, Home Department, No. 331, dated 18th February 1898.

> "With reference to the correspondence ending with the letter of the Government of Bombay No. 396, dated the 4th instant, to the Government of India in the Public Works Department, I am directed to forward, for the information of the Governor in Council, a copy of a Notification issued by the Governor General in Council, in exercise of the powers conferred by the Epidemic Diseases Act, cancelling the prohibition against the bringing of used gunny bags from the Bombay Presidency into other parts of India, and of a Circular* addressed to Local Governments and Administrations explaining the grounds on which the Notification was issued."

"*Notification of the Government of India, Home Department, No.* 330, *dated* 18*th February* 1898.

> "In exercise of the powers conferred by section 2, sub-section (1) of the Epidemic Diseases Act (III of 1897), the Governor General in Council is pleased to direct that in the Notification of the Government of India in the Home Department, No. 1033, dated the 22nd March 1897, as amended by Notification No. 2126, dated the 15th September 1897, for the words 'rags, waste paper and used gunny bags' the words 'rags and waste paper' shall be substituted."

* "*Government of India, Home Department, Circular No.* 332—340 *dated* 18*th February* 1898.

> "I am directed to forward, for $\frac{\text{the}}{\text{your}}$ information of the Government of $\frac{\text{Madras}}{\text{Bengal, etc.}}$, a copy of a Notification issued by the Governor General in Council, in exercise of the powers conferred by the Epidemic Diseases Act, cancelling the prohibition against the bringing of used gunny bags from the Bombay Presidency into other parts of India.

"2. The grain and seed merchants of Bombay have represented that the prohibition operates as a serious hindrance to the trade in grain and seeds, by compelling importers to use new bags for the transport of their produce. The Governor General in Council recognizes the gravity of this obstruction to trade and has carefully considered the question of the necessity of maintaining the prohibition. His Excellency in Council is advised that the uses to which gunny bags are put in the course of trade are not such as to render them subject to the contamination of plague infection, and that the withdrawal of the prohibition in the case of gunny bags will not entail any danger. The Notification which accompanies this letter has accordingly been issued."

RESOLUTION.—To be communicated to the Consulting Engineer for Railways and to the Agents and Managers of Railway Administrations for information and guidance.

2. Copies of the papers should be forwarded to the General Department of the Secretariat for information.

3. Copies should also be forwarded to the Chamber of Commerce, Bombay.

J. WILLCOCKS, Under-Secretary to Government.

APPENDIX D.

THE CURRENCY QUESTION.

BOMBAY CHAMBER OF COMMERCE, *2nd March* 1898.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I have the honour, by direction of the Committee of the Bombay Chamber of Commerce, to wait upon you, for the favour of submission to the Government of India, with the views which they entertain respecting the present unsatisfactory position of the currency and the desirability of adequate consideration being devoted to the subject with the view to ascertaining the best measures to be taken to amend the existing critical state of financial pressure throughout the country. With the export season only just commencing, those engaged in trade find themselves for a second year face to face with a bank rate of 12 to 13 per cent. per annum and accommodation almost unobtainable on any terms. The severe strain thereby entailed on the trade of the country of necessity exercises a most adverse influence, and is practically equivalent to a heavy indirect tax upon a large portion of the produce and manufactures of India. Some portion of this extreme pressure doubtless arises from the recent famine and its disastrous effects, and also in part to the heavy withdrawals of funds necessary for the frontier war ; but the main influence operating to produce the existing position is unquestionably the contraction of the currency consequent on the closing of the Mints in June 1893. That being so, there seems little, if any, hope of material improvement in the financial situation even after the better crops which we have to anticipate have been marketed ; and the Committee of the Chamber therefore consider that the time has fully arrived when Government should, with the aid of the best expert opinion available, decide upon the measures which are necessary to put the monetary system of the country on a sound basis.

2. The Chamber is aware that the Government of India in its despatch of 16th September to the Secretary of State re-affirmed its adherence to the policy of a gold standard, and expressed its belief that they would in the near future succeed in establishing a stable exchange at 16*d.* per rupee by continuing the policy initiated in 1893; and further that, though the measures to be taken when the transition period was over had not been laid down, it was probable that the Indian Mints would be opened to gold, and gold coins would be made legal tender to an unlimited amount, silver rupees continuing also to be legal tender to an unlimited amount, the ratio between the rupee and the gold coins on tender being at the same time finally settled. There was no mention made in that despatch of any intention to guarantee the convertibility of the rupee into gold, but while it was admitted that the present system was in fact no system at all, the temporary continuation of it was defended as accelerating the movement towards such a gold standard as that which now exists in France and the United States.

3. So far as the Chamber is aware, no further definite intimation of the intentions of Government has been made except in the speech of the Finance Minister on the 14th January, in the course of which he intimated that the steps to be taken for the establishment of a gold standard were under consideration.

4. In view of the despatch of the 16th September and in the absence of any definite information as to the present intentions of Government, my Committee desire to record their opinion that the attempt to accumulate gold under the present system will, they believe, prove futile; and even if it should succeed to any extent at all, it will only do so at the expense of the very greatest injury to trade, inasmuch as that system depends for its success on an arti-

ficial restriction of the currency, and that the maintenance of the value of the rupee at or near the level of 1*s.* 4*d.* can only be possible so long as the strain on the money market is maintained.

5. The Chamber respectfully submits that in the absence of a gold currency the establishment of a gold standard for this country is only possible by means of an absolute and permanent guarantee on the part of Government of the exchangeability of rupees for gold at a fixed value. This was recognized by two at least of the eminent Financiers who sat on the Herschell Committee (Lords Farrer and Welby) as being the logical conclusion of the policy initiated in 1893, and the experience gained since the Mints were closed affords, in the opinion of the Chamber, convincing evidence that nothing short of this will ensure the stability of exchange.

6. The Committee of the Chamber are deeply impressed with a sense of the gravity of such a step, but they are convinced that the time has come when Government must, in the interests, if not even for the preservation, of the trade of the country, either complete or reconsider the policy instituted in 1893. They respectfully submit that it is absolutely incumbent on Government to put the monetary system of this country on a sound basis, and that the only two possible alternatives are either (1) the adoption of a gold standard based upon the convertibility of the rupee into gold, or (2) a return to the old silver standard.

7. The Committee fully recognize the advantages to this country of an effective gold standard as encouraging a free flow of capital from Europe for the development of the resources of India and as relieving the financial difficulties of Government. But the whole question involving, as it does, the prosperity of the agricultural population of this country, on which our commerce and the financial stability

of Government alike depend, is so complex that the Committee refrain from expressing an opinion as to which of the two alternatives should be chosen. This position they assume not from any desire to avoid responsibility in the matter, but from a conviction that the subject is too wide and many-sided to be fully or satisfactorily dealt with by them. Without therefore expressing an opinion as to the wisdom of the conclusion arrived at by Government that the establishment of a gold standard is to the interest of this country, the Committee of the Chamber think that it is a matter for very serious consideration whether the maintenance of a gold standard is practically possible.

8. The Chamber strongly deprecates any further merely experimental or transitional expedients and specially any further measures for the contraction of the currency, and considers it of the greatest importance that the next step taken by Government should be final and only adopted after the fullest and widest possible enquiry. The Chamber infers from the public deliverances of responsible authorities that some further measures are under discussion, but believing, as it does, that any false move now taken in the direction of a gold standard might have the most disastrous results, it earnestly protests against a decision on a matter of such vital importance to the commerce of this country being arrived at and adopted as the result of a discussion held practically *in camerâ*. Under these circumstances, much as the Chamber deplores the continuance of the present system any longer than is absolutely necessary to enable a right conclusion to be arrived at as to the next and final step, still having regard to the immense importance of the issues at stake, the Committee would recommend that the whole question of the Indian currency and finance should be made the subject of another full and exhaustive enquiry of the same nature as that which was instituted before the Mints were closed.

9. The report of the Herschell Committee and the evidence collected by them were, the Chamber considers, of immense value, and since that report was made many doubtful points have been cleared up and much new experience has been gained. My Committee accordingly think that the best chance of arriving at a correct solution of the immensely difficult problem lies in the appointment of a Committee of experienced Financiers similar to that which sat in 1893, and this measure, therefore, they respectfully but strenuously advocate.

10. The Chamber trusts that the scope of the reference to such a Committee will be as wide as possible, that Government will not exclude from that reference the possibility of a return to the silver standard, provided that, with due regard to the financial responsibilities of Government, that course may commend itself to the Committee. Fully recognizing that the silver standard having been once abandoned, a return to it is beset by many difficulties, the Chamber still thinks that no enquiry would be complete or satisfactory which excluded even the consideration of it.—I have, &c.,

R. H. MACAULAY, Chairman.
JOHN MARSHALL, Secretary.

No. 1037 OF 1898.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, *8th March* 1898.

From A. M. T. JACKSON, Esq., I. C. S., Under-Secretary to the Government of Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 2nd instant, submitting the views which the Chamber entertains respecting the present position of the Indian currency, and to inform you that the letter has been forwarded to the Government of India for consideration and orders.—I have, &c.,

A. M. T. JACKSON, Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *6th June* 1898.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—Under date of 2nd March 1898, I had the honour to lay before you, for the information of the Government of India, the views which this Chamber entertained respecting the unsatisfactory position of the currency and the critical state of financial pressure throughout the country, and advocating as the most desirable means of ascertaining and deciding upon sound remedial measures the appointment of a Committee of Enquiry on the lines of the Herschell Committee of 1893.

2. Since then the Government of India's despatch to Her Majesty's Secretary of State for India, dated 3rd March 1898, has been made public, and to consider the proposals therein submitted a Committee has been appointed, which (although the terms of reference, especially as to the possibility of a return to the silver standard, are less explicit than this Chamber would have desired) nevertheless practically meets its suggestion.

3. On the proposals embodied in that despatch the views expressed in anticipation in my letter of 2nd March render detailed criticism unnecessary, but lest it might be assumed that the arguments adduced by the Government of India in support of their proposals had in any way affected or modified those views, I am directed to state that, far from supporting, as the Government of India anticipated, the measures for securing stability of exchange proposed in their despatch, or believing that the adoption of those measures would have the effect of overcoming the distrust on the part of the public in the future of the rupee, this Chamber is diametrically opposed to the views expressed in the despatch and to the principle on which the Government of India's proposals are based, namely, forced contraction of the currency.

4. The Chamber cannot but view with the gravest apprehension a proposal to melt down the existing currency until it becomes "even at the most inactive time of trade" inadequate for the ordinary requirements of the country in the expectation that gold will thereby be forced into circulation.

5. The Herschell Committee in recommending that rupees should be given in exchange for gold at a fixed ratio relied upon this measure as "leaving the volume of rupee currency dependent on the wants of the people of India," but the experience since gained, especially during the last five months, has shown that this provision for the expansion of the currency has been practically inoperative in spite of the great strain the money market has undergone, the reason being, the Chamber submits, that as the ratio at which gold is exchangeable for rupees fixes the maximum gold value of the rupee and no guarantee is given of its minimum value, gold will never be tendered until all other possible means of finance have been exhausted. The conclusion which this Chamber draws is that gold can only, if at all, be introduced into circulation under conditions of the money market which are ruinous to both foreign and internal commerce, and can only be retained in circulation so long as those conditions are maintained.

6. The Government of India rely upon the exigencies of an expanding trade to force gold into circulation by refusing the country a sufficiency of the currency to which it is accustomed, but although trade under favourable circumstances may be expected to expand, there is nothing more necessary for its development than a free and natural supply of currency regulated automatically by its varying requirements, and it seems to the Chamber quite as likely that a contraction of trade will follow a contraction of the rupee currency as that the necessities of trade will

compel the adoption of a currency to which the country is unaccustomed and which, in the opinion of this Chamber, is unsuited to its requirements.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2799 OF 1898.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 23*rd June* 1898.

From H. S. LAWRENCE, Esq., I.C.S., Under-Secretary to the Government of Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to inform you that a copy of your letter dated the 6th instant conveying the views of the Chamber regarding the proposals made by the Government of India in their despatch to Her Majesty's Secretary of State for India No. 70, dated the 3rd March 1898, on the subject of the Indian Currency has been forwarded to the Government of India.—I have, &c.,

H. S. LAWRENCE, Under-Secretary to Government.

CORRESPONDENCE RESPECTING THE PROPOSALS ON CURRENCY MADE BY THE GOVERNMENT OF INDIA.

No. 70.

CALCUTTA, 3*rd March* 1898.

From the GOVERNMENT of INDIA, Finance and Commerce Department, to HER MAJESTY'S SECRETARY of STATE for INDIA.

During the period which has elapsed since we wrote our despatch of September 16, 1897, No. 261, our attention has been drawn by circumstances to the pressing necessity of taking active measures to secure the stability of exchange which was the main object of the policy adopted in June 1893.

2. Our experience since 1893 has put beyond doubt one of the main principles upon which the legislation of that year was based,—a principle which was challenged at the time,—namely, that a contraction in the volume of our silver currency, with reference to the demands of trade, has the direct effect of raising its exchangeable value in relation to gold. Before 1893, while the mints were yet open, the

value of the rupee as measured in gold continually declined with the decline in the value of silver ; but since 1893, although the value of silver as a metal has continued, speaking generally, to decrease, the decrease in the value of the rupee has been arrested. The main difference in the conditions of the two periods was that before 1893 the amount of coin in circulation was allowed to increace automatically so as to be sufficient to meet the demands of trade at its reduced value, while since 1893, this automatic increase being stopped, the value of the rupee has been determined rather by the amount of coinage in circulation than by its intrinsic worth. We are justified in coming to the conclusion that if the measures taken in 1893 had been taken at an earlier date, and the increase which took place in the amount of coin in circulation for some years before 1893 had been prevented, the rupee would never have fallen so low in value as sixteen pence. It would follow from this that if we could now restore the circulation to the condition in which it was a few years before 1893, and could in some way reverse the increase of circulation which has intermediately taken place, we should effect the object of raising the value to at least sixteen pence.

3. The scheme of 1893 did actually contemplate, as we shall presently show, this reversal of the increase of circulation effected during the years immediately preceding, but so far as it has hitherto been carried into effect, it has merely stopped further increase. The average annual addition to the currency when the mints were open was about seven crores, of which, however, a part only, perhaps half, was a permanent addition, an amount equivalent to the remainder being removed from the circulation principally for the purpose of conversion into silver ornaments. It was hoped that the stoppage of an annual addition of this magnitude to the rupee currency and the gradual contraction of the currency which always occurs under the operation of ordinary causes, such as the withdrawal of coins reduced below the current weight by wear and tear and the loss or disappearance from circulation of coins, would, in the presence of the increasing demands of a continually expanding trade, suffice within a limited time to remove the effect of such increase of coinage as had taken place within a few years immediately preceding 1893, and thus restore the exchange value of the rupee to sixteen pence.

4. It was supposed at first that the process would not be unduly prolonged, but experience soon indicated that the amount of coin to be withdrawn before a rate of sixteen pence could be made operative was

very large indeed. The suspension of the Secretary of State's drawings in 1893-94 and the consequent withdrawal of about 10 or 11 crores from the circulation proved insufficient even in the busy season to maintain the rupee at an exchange rate of 15¼d. It soon became evident also that new influences of an adverse nature had been called into play, and that the process of raising the rupee to the desired exchange value might be prolonged, and might be accompanied by fluctuations which, though not nearly approaching those of the past, were yet sufficiently large to cause great inconvenience both to the public in carrying out the operations of trade and to us in the management of the Government finances. Immediately after the closure of the mints, there was a considerable importation of rupees into India from other countries in which they circulated, though this continued for only a few months, and on the whole there has been, since October 1893, a net exportation of rupees from India amounting, in the case of exportation by sea alone, to a sum in excess of two crores. There was probably also a return of rupees from hoards into circulation under the influence of the relative cheapness of silver. Speculative influences were also largely brought into operation, reports as to the intended re-opening of the mints being industriously circulated. Later, when the effect of these influences had been dissipated, and the exchange value of the rupee began to rise towards the level of sixteen pence, another adverse influence arose—the outcome of want of confidence on the part of the public in the future of exchange—in the desire of persons in England to convert their Indian investments (in rupee paper and otherwise) into a sterling form, and of persons in India to remit their savings and profits and even their investments to England while they could do so at a rate of exchange which they were led to believe could not be maintained. The exchange market has been greatly affected by remittances of these descriptions.

5. It is, now, therefore, clear that in June 1893 the volume of the currency was greater than was consistent with the immediate establishment of a rate of exchange of 1*s.* 4*d.* the rupee; and it will be borne in mind that, even after the mints were closed, a further increase was made by the acceptance and coinage of the silver of the Exchange Banks which was in transit. This cause of difficulty, however, diminishes, under the operations of the causes mentioned in paragraph 3, every year during which the mints remain closed; and it is certain that we are now much nearer a volume of currency consistent with the rate named than we were in 1893.

6. But our progress towards that rate has been greatly affected by the entirely abnormal state of trade during the last year. The exchange value of the rupee almost touched sixteen pence in the cold weather of 1896-97, and if trade had been normal instead of being injuriously restricted by the effects of plague and famine, it is possible that it would have been maintained throughout the year at a rate more or less approximating to that level.

7. The fact that exchange attained so high a rate as that which has prevailed since December last, immediately upon the setting in of more normal conditions of trade as soon as the famine came to an end, seems to us still further to indicate that, apart from the adverse circumstances which we have specified, the tendency of the exchange value of the rupee is to rise under the influence of the causes specified in paragraph 3 of this despatch ; and, though the rupee has recently somewhat fallen, we believe that this is in some measure due to the continuance of the plague in Bombay, which is undoubtedly affecting adversely the trade of that port. In our opinion, therefore, there is some reason to think that, if we could only pass that stage of distrust which appears the moment exchange approximates to sixteen pence, to bring into operation influences which interfere with the actual realisation of that rate, we might expect it, under normal conditions of trade, to attain the level at which gold would be tendered under our notification of June 26, 1893, and the introduction of the gold standard would become practicable.

8. It is, no doubt, possible that gold may be tendered in the early future, though the course of events during the month of January, and since the passing of Act II of 1898 (amending the Indian Paper Currency Act), leads us to think that it is not very probable. In any case, it is extremely unlikely to be presented in such quantity as to lead automatically to an accumulation of gold sufficient for a reserve ; and, under these circumstances, we believe that it will be wiser not to pursue a course of inaction which may be prolonged indefinitely, and that it is desirable in the interests of the State and of the mercantile community to terminate the period of transition without further delay. To the State it is really cheaper in the end to acquire a reserve of gold by borrowing, and thus keep the exchange value of the rupee at a steady level of sixteen pence, than to bear for years the burden of expenditure entailed by the lower level of the rupee in the discharge of our sterling liabilities in London, in the issue of the pay of the British Army in India (that being fixed in sterling), and in the pay-

ment of exchange compensation allowances. To the mercantile community we are under some obligation to effect the prompt establishment of that fixity of exchange which was the main reason for the closure of the mints in 1893. It is not desirable that their legitimate business transactions should be hampered and embarrassed by the uncertainty of exchange, nor is it good for the country that the want of confidence in the stability of the rupee should discourage the investment of capital in India, while all available capital is remitted to England whenever the exchange value of the rupee rises to a high level. A prolongation of the period of transition may also be accompanied by recurring periods of stringency in the money market, and by inducements to speculate in exchange operations to the injury of legitimate trade. For these and other reasons, and in view of the length to which the transition period of our currency policy has already extended, we are of opinion that we ought not to wait longer for the attainment of our object by the gradual operation of the causes described, however certain we may be that they would in the end produce the desired result; and that we ought at once to take active steps to secure the early establishment of a gold standard and a stable exchange.

9. Our first endeavour should be the accumulation of that reserve of gold which, as was pointed out by Lords Farrer and Welby in their minute appended to the Report of the 1893 Commission, is a necessary preliminary to a gold standard. They thought it possible that this reserve might be automatically attained; but of this we have little hope without longer waiting than we consider advisable. We know now that one of the main reasons of this failure is that our rupee circulation had before the closing of the mints been increased to such an extent that it fully, and more than fully, supplied all the demands of trade, and allowed no room for any further addition in the form of gold. We consider therefore that the remedy for this state of things is to remove from circulation as money, so much of the increases which were made to the circulating medium immediately before 1893 as we may find to be redundant. The necessary condition of a fixed rate of exchange between two countries is that, when the currency of one of them becomes redundant as compared with that of the other, the redundancy may be relieved by the withdrawal, for a time, of the excess coin, and we wish therefore to reach the condition in which our circulating medium (using that term in its widest sense, as embracing not only active circulation from hand to hand, but the in-

active reserves of Banks and of the Treasury and the like) is not composed wholly of silver coin which has no equal value outside the country, but contains also a margin of gold which is capable of being used elsewhere as coin, and will therefore in natural course flow to where it is most wanted. Our total rupee currency is estimated to be at present somewhere about 120 crores, to which we have to add 10 crores of fiduciary circulation of currency notes. This amount may therefore be said to have been ascertained by experience to be much more than is consistent with a maintenance of a rate of sixteen pence in the season of inactive trade and to be a little more than is consistent with that rate at the time of active trade.

10. It is impossible with any exactness to say, and it can only be ascertained by actual experience, by how much this rupee circulation has to be decreased in order to remove its redundancy. (It must be remembered that redundancy is a relative term ; what is sufficient for a rate of exchange of 14*d.* the rupee is necessarily redundant for a rate of 16*d.* We use the term in this despatch with reference to a rate of 16*d.* the rupee.) But some considerations point to the amount being within quite manageable limits. For example, there are 24 crores, more or less, of currency notes in circulation including the amounts held in our own treasuries. If we could imagine that amount of circulation, at present existing in the form of currency notes, suddenly converted into £16,000,000 in gold, it seems impossible that Indian trade should be able to get on without having part at least of that amount held in actual circulation ; in other words, it would not be possible for that amount of gold coin to be remitted out of the country without the value of the rupee being forced up to a point which would arrest the stream of export. If this is the case, 24 crores of rupees is the outside limit of the amount which it might be necessary to convert into gold coin, in order to introduce a stable exchange of 16*d.* accompanied by an actual (active or inactive) circulation of gold at that comparative value ; and it is more than probable that the amount required may really fall far short of this.

11. The mere reduction of circulation might be carried out in the same way in which it was effected in 1893, namely, by abstaining from drawing Council Bills, until we have an accumulation of, say, twenty crores in excess of our ordinary balances. But this procedure would be both costly and, as we believe, ineffective ; in the first place the permanent locking-up of twenty crores of rupees would cost us the interest on that amount, or on the amount of gold borrowed in England

during the suspension of drawings, and in the second place the existence of this accumulation of silver coin would be a perpetual menace to the exchange market and would entirely prevent any confidence in the future of the rupee. We must not only withdraw the amount from circulation, but we must show by the method we adopt that our intention is that it should cease to exist in the form of coin, and that its place, as coin, is to be taken by gold. Our proposal is therefore to melt down existing rupees, having first provided a reserve of gold both for the practical purpose of taking the place of the silver, and in order to establish confidence in the issue of our measures.

12. With reference to the proposal to melt down rupees, we desire to invite Your Lordship's attention to the fact that an actual reduction of the silver currency was an integral part of the proposals made by the Government of India in their Despatch No. 160 of June 21, 1892, as will be seen by a reference to paragraphs 10 and 12 of the minute of the same date which sketched the method which the Government proposed to adopt for the introduction of a gold standard in India. Those proposals were ultimately adopted, and the first step to give effect to them was the passing of Act VIII of 1893 closing the mints. Just before he quitted office as Financial Member of Council, Sir D. Barbour very strongly urged the adoption of this measure in paragraphs 13 and 14 of his minute of October 16, 1893, which formed an enclosure of Despatch No. 357, of November 1, 1893. The Government of India again urged the same measure in the telegram of December 30, 1893. It will thus be seen that this proposal is no new thing, but is one which has from the first been advocated by the Government of India.

13. The annual consumption of silver in India may be put down at about Rx. 6,000,000 worth. The actual figures of recent years are as follows :—

Value of net import of silver.	Rx.
1894-95	6,329,200
1895-96	6,582,200
1896-97	5,586,000
1897-98 (nine months only)	5,472,300

We ought to be able to supply nearly the whole of this market, our rupee standard (·916) being good enough for most of the purposes for which silver is imported into India, and thus in a single year we might calculate upon disposing in this way of ten crores of rupees of coined silver, being the equivalent of the above value, and reducing

by this amount the actual rupee circulation of India. As bearing on the question of our finding a market for the bullion obtained by melting rupees, we may mention that nearly the whole of the silver consumption in India before 1893 was supplied by melting down our rupees, the amount of fine silver passing direct into consumption being comparatively small.

14. We do not regard this measure as having any important permanent effect on the silver market, even if we were under any obligation to give weight to such considerations. The annual production of silver is valued at £18,000,000, while our sales would be limited to six crores worth, or say 4,000,000 a year, and would probably last over only a year or two.

15. We may observe that our proposed selling of silver in addition to its direct effect on the rate of exchange would also have a not unimportant indirect effect, inasmuch as the operation would meet the demand for silver in India, and thus increase for the time the balance of trade that has to be discharged by Council Bill remittances.

16. Our first step, however, is, as already indicated, to obtain a reserve of actual gold coin, and this we can only do by borrowing in England. Our proposal is that Her Majesty's Government should move Parliament to pass an Act giving the Secretary of State power to borrow up to a maximum of £20,000,000 for the purpose of establishing a gold standard in India. It is possible that the whole of this amount may not be required, but we believe that the possession of the power to push our efforts in the direction we indicate until our object is attained, will greatly enhance the effect of our first more limited operations. The amount which may actually be required in order to establish exchange steadily at the level of 1s. 4*d.* the Rupee, can, as we have already said, only be determined by experience, and we have named as the maximum to which borrowing power should be taken, an amount which, we may take it, is certainly sufficient and the interest on which the revenues of India can afford to pay. We think it most desirable that the maximum should be so fixed as to avoid any risk of having to move Parliament a second time for further borrowing powers; and the Act should provide that the borrowing shall be in such instalments as may be deemed desirable by the Secretary of State, and should require the Secretary of State to ship to India immediately in sovereigns the amounts borrowed under the powers.

17. It will be desirable to keep the powers under the proposed Act distinct from the Secretary of State's general borrowing powers; and

the operations under them should be kept distinct from those under the ordinary borrowing powers and during the continuance of the transactions, held in separate account.

18. We recommend that, as soon as the Statute is passed, Your Lordship should at once borrow and ship to India £5,000,000 in gold. The sovereigns would be placed by us in our Reserve Treasuries, and held ready for such use as events may show to be expedient.

19. The first use to which this gold would be put would be to supply the deficiency in our balances caused by the sale of silver. We may reckon that our sale of ten crores of coined rupees would return to our treasuries only Rx. 6,000,000, and the balance of Rx. 4,000,000 would have to be made up out of the gold we have in hand, and would absorb about £2,700,000 of it. The result of the first year's operations would therefore be, omitting altogether any effect it might have in diverting gold towards India in ordinary course of commerce (that is under conditions the same as those now existing) that Rx. 6,000,000 of existing rupee currency would be taken out of public use and paid over into our treasuries instead of being returned into the circulation in payment to the importers of silver; and that a further sum of Rx. 4,000,000 would cease to exist as coin forming portion of our balances, being replaced therein by £2,700,000 held in gold.

20. Suppose the operation to be repeated a second year; the amount of current circulation available for trade purposes would be reduced by Rx. 12,000,000 and the amount of coined rupees in our possession changed into the form of gold, would be £5,300,000, giving a total reduction of silver rupee currency of twenty crores. But the considerations we have above stated indicate that before this point is reached, the exchange rate would have attained the level of 16 pence, or even higher, and sovereigns would have flowed into the country to fill up the deficiency of current circulation outside our own balances, caused by the withdrawal of silver coin. It is not our intention to part with any of the gold in our possession until this condition of things is reached, and as we can, under the law, always pass it into the currency reserve, we shall find no difficulty in retaining it.

21. When we have reached the stage in question, the sovereign will be a recognized coin of the Empire, in use in its chief cities at least, and as long as this condition can be maintained, the exchange will be stable at about 16*d*. We always have it in our power to carry the operation even further by withdrawing a still larger quantity of silver

and replacing it by gold coin ; and we recognize that circumstances may arise in which such a measure may be forced upon us. But our present intention is rather to trust to the automatic operations of trade. The amount of coin required for the needs of commerce increases every year ; and as we permit no increase in the amount of silver coin, we may reasonably expect that the effect of the increasing demand for coin, will be to raise exchange to a point at which gold will flow into the country, and remain in the circulation of it. The position will thus become stronger and stronger as time goes on, but at the beginning at least gold will not be in circulation in the country to more than the extent necessary to secure stability of exchange. The mass of the circulation will be a silver circulation, maintained at an appreciated value (just as it is at present), and we can be content to see gold coin remain little more than a margin, retained in circulation by the fact that its remittance out of the country would create a scarcity of coin which would have the effect of raising the exchange value of the silver rupee in such manner as to bring it back, or at the very least to stop the outward current of remittance. We shall have attained a gold standard under conditions not dissimilar from those prevailing in France, though not a gold circulation in the English sense ; and this last may possibly not be necessary at all.

22. We cannot help thinking that the determination of the Government to take active steps in the manner we have stated, will have the effect of reversing the influence of the distrust in the future of the rupee, which at present not only prevents the importation of gold to meet the demands of trade, notwithstanding the much higher rate of discount and interest prevailing in India, but also keeps sterling capital out of the country. If this distrust were once overcome by the sight of the Government actually importing gold and taking measures, at some cost to itself, to introduce gold into the circulation of the country (that is, into the reserve or marginal circulation, even if it does not find its way into active circulation), we believe that before the Rx. 12,000,000 has been withdrawn from the public circulation, gold will have flowed in to take its place ; and the current circulation will have reached the condition in which it adapts itself to the fluctuations of the trade demand upon it, by the process of transfer of coin from India when it is redundant and to India when it is deficient.

23. In the circumstances in which India is placed this ebb and flow of gold would probably take place through the operation of Government remittances. The Government of India would remain

under the obligation to remit £16,000,000 or £17,000,000 to England in every year. The real remittance has to take place in exported produce, of which the accounts are adjusted through Council drawings. It is our assumption throughout that this balance of trade will continue, and that it is consistent with the maintenance of the exchange value of the rupee at 16 pence; and past experience, in our opinion, fully warrants this assumption. The outflow and inflow of gold will be merely the adaptation, in point of time, of the drawings of the Secretary of State to the adjustment of the annual balance of trade; that is to say, the gold may be expected to flow from England to India during any period in which the demands for trade remittance are in excess of the amount made available by Council Bills, and in the opposite direction when Council Bills are in excess.

24. The cost of the proposed measures remains to be estimated. The interest on a sterling loan producing £20,000,000 would be £550,000 a year; and this is the maximum charge for interest which we contemplate having to incur. But we have said that it will not be necessary to borrow so much as £20,000,000 to effect our object, and that very probably the first instalment of £5,000,000 will prove to be sufficient. If it should, the interest charge will be about £130,000 a year.

The question of the manner in which the loss on the melting down of our rupees will be entered in our accounts, that is, whether it will be shewn as a charge to Revenue, is a subordinate matter. We have indicated above that, for the present at least, we propose to keep the transactions in separate account. What we shall actually lose will be the appreciated value of the rupees which now form portion of our balances.

25. We have been led by public discussions in England to believe that Her Majesty's Government might be willing to entertain the proposal to give assistance to India, in some shape, towards the attainment of the object we have in view. While we cannot plead inability on our own part to carry our proposals into effect, at any rate so far as the stage to which at present we propose to confine them, we think it our duty to represent that the establishment of a gold standard in India is a matter of Imperial concern, and that India may fairly claim that the whole burden should not be put upon her. We would urge that Her Majesty's Government should contribute not only in material assistance, but by creating that greater confidence which will undoubtedly be the result of their publicly assuming a share of the liability.

26. We believed that the effective introduction of the gold standard will be welcomed by the banking and mercantile communities and by the public of India. It has indeed been pressed upon us strongly by the Bengal and Madras Chambers of Commerce (copies of whose letters will be found among the enclosures) and in the press that the time has arrived to put an end to the uncertainty and fluctuations of exchange; and the discussion in the Bombay Chamber of Commerce on February 9 indicates that the members of that Chamber share this opinion. We think, therefore, that we may expect their support in the measures we propose, though neither the Bengal Chamber nor the Bombay Chamber has declared in favour of any particular scheme to secure the object, and the Madras Chamber has supported with some modifications, the proposals of Mr. Lindsay to which we allude below. Accordingly, we strongly urge that no time should be lost by Her Majesty's Government in giving effect to our proposals.

27. Evidence of the widespread concurrence in the feeling to which the Chambers of Commerce have given voice will be found in the number of schemes which have been proposed to attain the object aimed at in our present proposals and in the interest evinced in the discussion of those schemes. We gave careful consideration to all such schemes and suggestions as promised any practical solution of the difficulties before we decided to adopt the scheme we have now recommended to Your Lordship; and we think it well to allude to the two best known of them.

28. The first of the two is one recently republished in this country in association with the name of Mr. A. M. Lindsay; and is the type of several others, all of which have as their object the establishment of a gold standard without any actual gold currency. It is, briefly, that, in addition to offerning to receive gold in exchange for rupees at the rate of sixteen pence, the Government should also offer to receive rupees in exchange for gold at a somewhat lower rate, sterling drafts on London being issued in exchange for rupees. As it may not have been made public in England in full in its most recent shape, we print it as an enclosure as it appeared in a recent Indian newspaper under, we believe, Mr. Lindsay's own authority. This scheme, like our own, operates largely through the withdrawal of rupees now in circulation, and though it has much to recommend it, our main reason for deciding not to adopt it is that it would involve us in a liability to pay out gold in London in exchange for rupees received in India to an indefinite extent. Even if the ultimate liability were not greater than under

our own scheme, still its extent, from time to time, would be quite beyond our control, and we can easily conceive that we might find ourselves unable to discharge it on certain quite possible suppositions as to the market rate of exchange and as to the comparative redundancy of the existing volume of the rupee currency. Mr. Lindsay, it appears to us, does not give sufficient weight to one fundamental necessity of our position, namely, that we must remit, in the contrary direction to that in which the offer suggested by Mr. Lindsay would be operative, an annual sum of about £17,000,000 to discharge our sterling liabilities. In addition to his anticipation that the Indian money market could not support the withdrawal of the number of rupees which would suffice to dangerously reduce the gold reserve, Mr. Lindsay relies on the general confidence in the future stability of exchange which the promulgation of his scheme would induce as being certain to prevent the demand for gold in London rising to a sum which would occasion us any inconvenience: but we think that such confidence is much more likely to be established by the accumulation of a strong gold reserve in India than under his plan, which contemplates the keeping of the reserve in London, and we prefer to establish confidence by that measure without involving ourselves in a liability we might possibly not be able to discharge. Instead of lengthening this despatch by further remarks on Mr. Lindsay's proposals, we append as an enclosure a memorandum by our Honourable Colleague Sir J. Westland which discusses the scheme in some detail.

29. The other scheme we wish to mention is that of Mr. L. C. Probyn, contained in a volume of papers published in 1897 by Effingham Wilson. Mr. Probyn proposes to establish the reserve of gold in India, but in order to prevent the gold passing into circulation and disappearing into hoards (an object which Mr. Lindsay also has in view), he proposes that gold should not be coined but that it should be kept in stamped bars of a high value. We do not think it either desirable or necessary that gold coins should, until the gold standard has for some time been established, pass to any appreciable extent into general circulation: under the scheme we have above proposed, the bulk of the currency in circulation, and practically the whole of it outside the Presidency towns—in which the Banks might, like ourselves, hold reserves in gold coin—would continue to consist of rupees and currency notes. But we do not think it necessary, in order to secure that result, to refuse to have legal

tender gold coins of a convenient value. We are, moreover, not satisfied that there would be any smaller disappearance into hoards of the gold bars, which it would be easy to sub-divide, than of gold coins. We are also of opinion that the simpler and more direct a monetary standard can be made, the more acceptable it will be to the public. We think that the only state of things which can be called a thoroughly satisfactory attainment of a gold standard is one in which the gold coins which reprsent our standard are those also which are good for payments in England.

30. At the same time, if experience should hereafter indicate that there is any advantage in having the gold standard represented by a coin or piece of bullion too large to be used for ordinary monetary purposes, the course suggested by Mr. Probyn, or one like it, is still open to us. It will be observed that we do not contemplate the actual issue of gold coins by the Government, either for treasury purposes or in payment of currency notes, until the measures we have taken actually result in the establishment of the value of the rupee at sixteen pence, and the use of sovereigns to some extent, however small, as a permanent part of the circulation. There is therefore no necessity for our immediately determining whether the gold coin to which we shall give the quality of legal tender (as opposed to exchangeability secured by our own readiness to deal in them at our treasuries at a stated value) should be the sovereign or some other coin, being a multiple thereof; for example, the £5 coin of England. But the transactions of the people of this country are for the most part on so small a scale that even the sovereign would be too high in value for any but casual use, except in the centres of trade; and a coinage, composed like that of France of gold coins bearing their intrinsic value and silver coins bearing a token value, would, for any purpose of actual use in India, contain a very much smaller proportion of gold than the English or French currency. Our present belief is that, even with the sovereign as the standard coin, the amount to be procured and passed into circulation is not so large as to be beyond our means; and we hold that what we ought to aim at, and what we have every prospect of successfully attaining, is the introduction of the English sovereign itself as a current coin, and that gold bars of high value, such as Mr. Probyn proposes, which are not adapted for use, in any sense, as an actual circulating medium, are not a satisfactory form of the possession of a gold standard.

MINUTE BY THE HONOURABLE SIR JAMES WESTLAND, K.C.S.I., EXAMINING MR. LINDSAY'S SCHEME.

Mr. Lindsay's scheme is described in Enclosure No. III in words which are understood to have Mr. Lindsay's own approval. He proposes that the Government should offer to sell, without limit, on the one hand rupee drafts in India at the rate of exchange of $16\frac{1}{16}$ pence the rupee, and on the other hand sterling drafts on London at the rate of exchange of $15\frac{3}{4}$ pence the rupee. He also proposes that when the demand for gold drafts on London becomes so great as to indicate the necessity, the volume of the rupee currency should be contracted by melting down rupees, the silver bullion being sold for gold.

The funds connected with the transactions are to be kept separate from the ordinary Government balances in "Gold Standard" Offices in London and in Calcutta and Bombay. The London Office is to be kept in funds to meet the drafts drawn on it—

(1) by borrowing in gold to the extent of five or ten millions sterling ;

(2) by the receipts realised by the sale of drafts on India ;

(3) by the receipts realised by the sale of the silver bullion in rupees melted down : and,

(4) when necessary, by further gold borrowing.

The Indian Offices are to be kept in funds to meet the drafts drawn on them—

(1) by the receipts realised by the sale of drafts on London ;

(2) by the coinage, when necessary, of new rupees from bullion purchased by the London Office and sent to India.

The two main objects of the scheme are—firstly, to make the sterling and rupee currencies interchangeable at rates approximating to 16 pence the rupee, and, secondly, in making rupees convertible into sterling, to do so in a manner that will prevent the use of gold as money in India.

2. There is no doubt that a Conversion Fund, which is ready and sufficient at all times to issue sovereigns in exchange for, say, $15\frac{1}{4}$ rupees, and to receive them in exchange for, say, 15 rupees, will have the effect of maintaining the exchange somewhere about these values. So far as regards this object it is immaterial whether the

Conversion Fund is held in England or in India, or partly in one and partly in the other. The question of locality merely affects the convenience of the persons who will tender for exchange, and will add to the quarter-rupee difference a further difference in respect of charges of actual remittance.

3. In Mr. Lindsay's plan that side of the Conversion Fund which receives and pays gold is located in England partly because, as above stated, one of his objects is to keep gold entirely out of circulation in India, where he thinks it would only be absorbed for hoarding, and partly because the gold will be required only for the settlement of the balance of India's foreign indebtedness, and London, being the great centre for the settlement of international indebtedness, is considered to be the most convenient place for the receipt and payment of gold. Mr. Lindsay also wishes to avoid the withdrawal of gold from London —a measure which might weaken the great central reserve of the Empire.

This feature seems to be a distinct objection to the scheme. The public will regard with distrust arrangements for the establishment of a Gold Standard in India which carefully involve the location of the gold reserve in London and its use there by trade. A gold reserve intended to support the introduction and maintenance of a gold standard in any country ought to be kept in the country if it is to produce its full effect in the way of establishing the confidence which is almost indispensable to the success of the measure. If the Indian gold reserve is located in London and the public believe that it may at any time vanish in supplying the requirements of trade or of the Secretary of State, confidence will hardly be established ; and in any case it seems certain that a reserve of any named amount will produce a greater effect if it is located in India than if it is six thousand miles away.

4. The method and principle of operation of the scheme are very much the same as those on which our own proposals are based. Given a circulation composed of a certain number of rupees and given a certain condition of trade in point of volume and activity, the rate of exchange will tend to some definite point. If the number of rupees is diminished or the activity of trade increased, the rate of exchange will rise, and *vice versa*. It follows that if rupees are bought and locked up, the rate of exchange will be raised, and if the Government offers to buy them up at 15$\frac{3}{4}$ pence and continues to so buy them up

as long as they are offered (as they will be as long as the exchange value is less than 15¾ pence), the value will ultimately be raised to 15¾ pence. But it is merely an assumption that the difference between the number of existing rupees and the number at which the exchange would rise to 15¾ pence is so small that the absorption of five millions or ten millions worth would be enough to bring about the result. It assuredly would not have been enough had the scheme been introduced in 1893. It may be enough now that the volume and activity to trade have increased so much above the standard of 1893; but, on the other hand, it may not. The scheme, therefore, would involve the undertaking of an indefinite liability.

5. Further, in so far as the contraction of the rupee currency is concerned, there is no reason why the Government should offer a fixed rate for the rupees, for it would obtain all the advantage which the plan brings by the reduction of the volume of currency, if it were to offer simply something more than the market rate for the time being. The rate proposed by Mr. Lindsay would have been much higher than the market rate if the operation had been begun in 1894.

6. An offer of this kind, it may be admitted, would not have the same effect as the offer of a fixed rate, in steadying the rate of exchange at the desired level. But an offer of a fixed rate of 15$\frac{3}{4}$*d.* can be made economically only at the final stage. Mr. Lindsay's plan, indeed, is not adapted to the preliminary stage in which the Government is engaged in reducing a redundant circulation; it assumes that the redundancy has already been removed, and that the circulation has reached the stage in which at the season when trade is inactive the rupee tends to fall below 15¾ pence, and at the season when it is active it tends to rise above 16 pence. That stage being reached, it is quite possible that the redundant rupees would come into the fund in exchange for gold at 15¼ rupees for the pound in the inactive season, and thus keep the level of exchange up to 15¾ pence, and then be returned into circulation at 15 to the pound in the active season, and thus keep the level of exchange down to 16 pence; and that the amount that would so come and return would not exceed some manageable figure, say, five or ten millions worth.

7. The scheme accordingly becomes practicable only when the condition of the circulation has already reached the point where the redundancy, in the inactive season, is reduced to a small amount. Before that stage is reached, it is merely a plan for buying up, without limit

and at an unnecessarily high price, the excess of rupees in circulation. Mr. Lindsay contemplates the melting-up and sale of these rupees, for which, *exhypothesi*, there would be no room in the circulation. To simply lock them up would be useless and expensive ; they might as well be melted up and sold, and his plan (so far as this stage of its operation is concerned) differs from that proposed in the despatch only in this respect that he buys in at a higher price than they are worth the rupees which he intends to melt, instead of using those which we already hold at a lower value.

8. Several newspapers published in India in examining Mr. Lindsay's scheme have noticed as a point of objection that it would involve the Government in an unlimited liability to pay gold in exchange for rupees. It may be observed that not only is it impossible to fix beforehand any limit to the amount of rupees to be ultimately purchased, but also the Government would abandon all control of the measures for introducing its Gold Standard, and under a quite conceivable concurrence of adverse circumstances, might find itself committed suddenly to a liability beyond its immediate resources. This is one of the most important differences between this scheme and that proposed in the despatch to which this memorandum is appended. Under the latter the Government can feel its way and need never commit itself in advance to any liability which it is not fully prepared to meet.

9. There is also an important feature which does not seem to have been sufficiently considered. It is that the plan we have to adopt will not be applied to a market in which the Government (who are the proprietors and workers of the Conversion Fund) can afford to stand aside, and let the operations go on only as between public and public. On the contrary, the problem to be faced is how to maintain the exchange value in the face of the Secretary of State's drawings of 16 or 17 millions a year. Let it be assumed that the stage has been reached where the fund is in actual operation, and that the value at which the rupee would stand, in regular course of trade and of drawings without the aid of the Conversion Fund, is somewhat below 15$\frac{1}{2}$ pence, but that it is maintained at this rate by banks paying their surplus rupees into the Fund, and taking gold out of it for employment in England. Mr. Lindsay states that under his scheme the sales of Council Bills are under such circumstances to be continued on their present footing. During the operations just supposed,

therefore, the Secretary of State will be selling Council Bills on India. The expectation, it is presumed, is that he will sell them at a rate approaching an exchange of 15⅞ pence; for it can hardly be contemplated as possible that he would for any length of time simultaneously sell sovereigns at a cheap rate and buy them at a dear rate. The Secretary of State accordingly receives gold from banks in England, and gives them bills on the Treasury in India, while at the same time the same or other banks pay rupees into the Conversion Fund, drawing out gold in exchange. The only final operation is that the Secretary of State has passed a certain amount of gold from the Conversion Fund into the India Office Treasury: the banks, as a whole, remain unaffected, and the situation is exactly the same as if the Secretary of State had suspended drawings for the time, and met his requirements in the inactive season with money directly borrowed against the intended heavier remittances of the active season. In short the Conversion Fund under such circumstances gives no facility and no machinery which is not, under the existing system, available by means of suspension of drawings. If the amount suspended in the inactive season is more than can be recovered by excess drawings in the busy season, then *ex hypothesi* the rupees paid into the Conversion Fund in the inactive season are greatly in excess of the amount for which a demand would be made upon it in the busy season, and the case is that described in the latter part of paragraph 7 above, namely, the final withdrawal of rupees purchased at an excessive price.

10. To consider the other side of the plan, let the supposition now be the contrary of that made in paragraph 9, and that the rate of exchange is tending to rise above the gold point. In that case it is proposed to receive into the Conversion Fund all gold tendered, and with this gold to buy silver bullion to be coined into rupees until, the requisite addition being made to the circulating stock, the value of the rupee falls to sixteen pence. That is to say, when circumstances arise in which gold would naturally in response to the demands of trade find its way into circulation in India, the scheme contemplates special steps to prevent that result in order to substitute silver for gold as the required addition to the volume of the currency.

It has been stated in paragraph 8 of this memorandum that, if Mr. Lindsay's initial assumption proved erroneous, the Government would be deprived of all control of the measures for introducing the gold standard in the matter of the payment of gold for rupees. Here we

find that, if Mr. Lindsay's assumption be correct, the Government are vested with a sensible degree of control of the volume of the rupee currency, for new rupees are to be coined from bullion bought with gold from the Gold Standard Offices, at the discretion of Government. This is not a feature of the plan that can commend itself in principle, for the regulation of the sole full legal tender currency of a country should be entirely automatic and not in any degree dependent upon the discretion of the Administration.

11. This special interference of the Government is suggested in pursuance of one of the two main objects of the plan. But it seems very doubtful whether the object of the interference—even if the interference were in itself unobjectionable in principle—is really worth attaining. Instead of requiring the Government to make additions of its own motion to the currency, would it not be a more healthy state of things that the state of par should be maintained by the natural backward and forward flow of excess currency in the hands of the public? And when the circumstances assumed in this paragraph arise, would it not be preferable to let the gold coin go into actual circulation?

12. The par of exchange between rupees and gold will be maintained only by exporting redundant rupees, in some form or other, and when the stage is reached where the circulation as a whole is sometimes redundant and sometimes deficient (with reference to a value of sixteen pence), the par will be maintained only by an arrangement by which the redundancy will ebb in the form of coin to England and the deficiency be corrected by the flow of coin from England. Mr. Lindsay's proposal is to make this ebb and flow take place in rupees, and it may be admitted that it would so operate, though not (except at inordinate cost) to raise the rupee circulation to the point where the stage of ebb and flow comes into operation. But it will be far preferable if the margin of circulation which is to ebb and flow consists of sovereigns which can be directly utilised in England: India will then have a Gold Standard in the simplest and most convenient form. The number of rupees, in circulation must be so reduced that they shall even at the most inactive time of trade, be insufficient with reference to an exchange of sixteen pence, and will even then require to be supplemented (mainly, if not entirely, in respect of the less active circulation which is respresented by the reserve of banks and of the Government) by further coin. That coin should be gold, and under the scheme proposed in the despatch, it is sovereigns only

which would find their way into the circulation, when the rupees became deficient ; and the sovereigns included in the circulation will form that margin of it which ebbs and flows in the manner above described.

No. 79.

CALCUTTA, 17*th March* 1898.

From the GOVERNMENT of INDIA, Finance and Commerce Department, to the SECRETARY of STATE for INDIA.

In continuation of our Financial Despatch No. 70, dated the 3rd March 1898, we have the honour to forward a copy of a letter from the Chairman, United Planters' Association of Southern India, protesting against the adoption of a gold standard in India, and suggesting the re-opening of our mints.

2. Having in that despatch made our own proposals for the establishment of a gold standard, we think it right to lay before your Lordship the representations of a body of gentlemen who are opposed to any measure which has for its object the stability of the exchange value of the rupee at a rate of 16*d.* The policy of closing the mints in order to prevent the further depreciation of the rupee as compared with gold must, however, now be accepted as the permanent policy of the Government, and the only remark on the suggestions in this letter which we need make is that, as pointed out in our reply to the Darjeeling Planters' Association, of which a copy was forwarded to Lord Kimberley with our Financial Despatch No. 286, dated October 19, 1892, we consider that we should not be justified in refraining from, preventing an economic change in the conditions of the country which we believe to be on the whole prejudicial to its interests, on the ground that the change is expected by some to be advantageous in certain exceptional cases.

No. 92.

CALCUTTA, 24*th March* 1898.

From the GOVERNMENT of INDIA, Finance and Commerce Department, to the SECRETARY of STATE for INDIA.

We have the honour to enclose copy of a letter in which the Bombay Chamber of Commerce discusses the present currency situation in India, and of one from the Millowners' Association of Bombay in which they associate themselves with the opinions expressed by the Chamber.

2. Your Lordship will see that the Chamber, like the other two Chambers of Madras and Bengal which have addressed us on the subject, recognises that the prolongation of the present period of transition is most undesirable. But while the other two Chambers have expressed the desire that the Government should proceed without further delay to the effective introduction of the gold standard which was the goal of the policy initiated in 1893, the Bombay Chamber is unable to offer an opinion on the question of principle and suggests that, in effect, the whole question of the Gold standard *versus* the Silver standard should be re-opened and discussed by a formally appointed Committee. The difference in this respect between the Bombay Chamber and the other two Chambers is well illustrated in the letter from the Madras Chamber which was enclosed in our despatch of the 3rd instant, No. 70, and in the address of the President of the Bengal Chamber, the Honourable Mr. Allan Arthur, at the annual meeting of that body, of which copy is enclosed in the present letter.

3. As your Lordship is aware, the opinion expressed by the Bombay Chamber that the time has arrived to put an end to the tension and uncertainty arising out of the prolongation of the period of transition is in entire agreement with the opinion expressed by ourselves in paragraph 9 of our despatch of the 3rd instant. We also in that paragraph stated our view that a prolongation of the period of transition must be accompanied by recurring periods of stringency in the money market. We take occasion to note however that, while we fully realise the great disadvantage to commercial operations which is involved in the existence of a discount rate ranging as high as 10 or 12 per cent., we are not inclined to agree with the Chamber that such stringency is the direct outcome of actual scarcity of the rupee currency. We think that one prominent cause which contributes to the stringency is the transfer of capital from India, and the impediment to its flow to India from England, which had begun before the adoption of the measures taken in 1893. Being a direct effect of the actual and anticipated fall in the exchange value of the rupee, this cause of stringency would not be avoided by a policy which would allow the exchange value of the rupee to fall with every fall in the value of silver.

4. As we stated in the despatch to which we have already referred, the adoption of the gold standard for India must be taken as the definite and permanent policy of the Government of India. We have

finally decided not to revert to the silver standard, and we cannot consent to the proposition of the Bombay Chamber that that question should be regarded as still open for discussion. If therefore Her Majesty's Government decide to invite opinion on the proposals we submitted in our despatch of the 3rd instant, we beg that care may be taken to let it be distinctly understood that, so far as we are concerned, the question of principle is not any longer in issue and that opinion is invited only on the practical and practicable methods of effectively establishing the gold standard.

5. We should not be inclined to demur on its merits to the suggestion that Her Majesty's Government should refer those proposals to a Committee in the nature of the Committee which, under the presidency of Lord Herschell, considered the Indian currency question from the 21st October 1892 to the 31st May 1893. The chief objection to such a reference is that it must involve delay, and your Lordship will, we think, agree with us that it is of real importance that no avoidable delay should be allowed to occur in arriving at some conclusion on the measures to be adopted. It is for your Lordship to determine what further enquiry is requisite, but we venture to express the hope that it may be possible to conduct it in such a manner as to permit of the early introduction of the necessary legislation, and thus to limit the inconvenience and danger of the period of transition.

No. 67, FINANCIAL.

INDIA OFFICE,
LONDON, *7th April* 1898.

To His Excellency the Right Honourable the GOVERNOR GENERAL of INDIA in COUNCIL.

I have to acknowledge the receipt of your Excellency's Financial Letter, dated the 3rd March 1898, No. 70, in which you make certain proposals for the completion of the policy which was initiated in 1893 by the closing of the Indian Mints. That policy had for its declared object the establishment of a gold standard in India, and you now submit the scheme by which you consider that this policy can best be made effective.

2. It is unnecessary for me to inform your Excellency that your suggestions will receive from Her Majesty's Government the careful and minute attention which the extreme importance of the subject requires.

3. I agree with your Excellency in the opinion that it is most desirable to bring about, without delay, such an improvement in the present situation as may remove the existing uncertainty and want of confidence which are undoubtedly very injurious to the interests both of India and of the United Kingdom.

4. I concur in the view expressed by your Excellency's Government that any attempt to return to the state of things which existed previously to the closing of the Mints is practically out of the question. It remains, therefore, to be decided whether the objects of your Government can best be attained by the scheme which you have put forward or otherwise.

5. I have no intention at the present moment of making any comment upon your proposals, with the nature of which, as you are aware, I only became acquainted on the receipt of your letter above mentioned. Your Excellency must, however, be conscious, as I am, that they contain suggestions upon matters which have been the subject of much difference of opinion, and that, in view of the gravity of the issues involved, a final decision upon them can only be arrived at after a patient and thorough investigation by the highest available authorities.

6. I propose, therefore, to refer the whole matter to a Committee, consisting of gentlemen whose knowledge and experience, whether administrative, financial, or commercial, entitles their judgment to the greatest weight, and who may be expected to give an impartial and unbiassed opinion upon the questions which will be submitted to them. They will be requested to consider and report upon your proposals, and upon any other matter which they may regard as relevant thereto, including the monetary system now in force in India, and the effect of any proposed change on the internal trade and taxation of that country; and they will, further, be invited to submit any modifications of your proposals or suggestions of their own which they may consider advisable for securing stability of exchange with the United Kingdom, and for the establishment in India of a satisfactory system of currency.

7. I agree with your Excellency in thinking it most desirable that the matter should be dealt with as speedily as possible. The Committee will be appointed immediately, and will commence their inquiry as soon as may be found practicable. In view of the very great im-

portance of interests affected, and of the intricacy of the questions involved, it cannot be expected that they will report for some time to come; but you may rest assured that no effort will be wanting on their part, or on that of Her Majesty's Government, to avoid unnecessary delay.

8. I think it very desirable that the views of your Excellency's Government should be explained to the Committee by some competent officer or officers deputed by you for the purpose; and I request that you will take measures accordingly on the receipt of this Despatch.

APPENDIX E.

PROPOSED PORT TRUST BRANCH LINE OF RAILWAY.

No. 2642 of 1898.

P. W. Department, Railway Branch,
Bombay Castle, *5th October* 1898.

To the Secretary, Bombay Chamber of Commerce.

Sir,—I am directed to forward a copy of letter No. 3783, dated 7th September 1898, and enclosures from the Chairman of the Port Trust, regarding the proposed Port Trust branch line of railway to Bombay, and to request that Government may be favoured with the views of the Chamber on the scheme.—I have, &c.,

J. WILLCOCKS,
For Offg. Secretary to Government.

No. 3783 of 1898.

Bombay Port Trust Offices, *7th September* 1898.

From the Hon'ble Mr. C. T. Burke, Chairman, to the Secretary to Government, Railway Department, Bombay.

Sir,—I have the honour to acknowledge your No. 1767, dated 23rd June 1898, and as this subject does not appear to have been fully placed before Government, or at all except in an incidental manner, I beg to explain for the information of Government the scope and the present position of the scheme for the proposed Port Trust branch line of railway.

2. It is proposed to take the branch line off from the G. I. P. Railway at Sion, to run direct through the Port Trust land at Sewri, Frere Estate, Tank Bunder and Mazagon properties, through both the Docks, and along the Mody Bay Bunders up to the western end of the Ballard Pier. The proposal also includes a connection with the B. B. & C. I. Railway at Mahim by a line crossing the G. I. P. Railway at Matunga.

The general arrangement of the line with sidings and stations proposed is shown in the accompanying plans, sheets Nos. 1, 2 and 3.

3. The total length of the line from Sion to the Mint is about 4 miles, and the B. B. & C. I. branch. 1¼ miles. The total cost for a double line of rails throughout, including extensive sidings at the sorting yard at Waddala, and a more complete system of sidings both with the Docks and with the coal wharf at Tank Bunder, including all charges, stations buildings, &c., but excluding rolling stock, has been estimated to cost Rs. 31 lakhs, the interest on which at 4 per cent. would amount to Rs. 1,24,000.

4. The question has been very fully discussed with the G. I. P. Railway Company, as the Trustees are most desirous of having their co-operation.

The Trustees are strongly of opinion that the proposed line is necessary in the interests of trade, and sooner or later the demands of trade will necessitate its construction ; they feel convinced that Government will agree in thinking that the interests of trade, the public, and the Port of Bombay are deserving of every consideration in this matter and they believe that the branch line will benefit both railway companies quite as much as it will the Port, as by affording increased facilities for the convenient shipment of produce, it will in time bring an increase of trade both to the railways and the Port.

5. The new line will also develop a most important suburb and make considerable areas of Government and private lands available for residential purposes, which now lie unoccupied for want of easy means of communication with the business parts of the city ; will open up a large area for residential purposes, and thus assist in relieving the congestion of population in the City, of Bombay ; it will also render available for purposes of trade Port Trust property on which in recent years large sums have been spent on reclamations and improvements. The construction of a new dock must, it is felt, be faced in the very near future ; such a dock would, as a matter of course, be situated on the Mody Bay Estate to the south and immediately adjoining the Victoria Dock, and will absorb a considerable area of land now occupied by trade which it will be necessary to provide for elsewhere, it need hardly be explained that the land in the immediate neighbourhood of the Docks south of the G. I. P. Railway at Wari Bunder is so largely occupied, that it will soon be a matter of very serious concern to the Trustees what they are to do for space, and the only suitable land available is on their property to the north of the G. I. P. Railway, but this large area is literally cut off by the G. I. P. Railway siding at Wari Bunder, and the Trustees feel confident that Government will

fully appreciate this fact, and hope that they may be pleased to consider the propriety of arranging for a transfer to the Port Trust of all that area of land now occupied, and only partially utilised by the G. I. P. Railway Company at Wari Bunder lying to the east of the Frere Road.

Port Trustees letter No. 3563, dated 31st July 1896, to the Agent, G. I. P. Railway Co.
Port Trustees' letter No. 3564, dated 31st July 1896, to the Agent, B. B. & C. I. Railway Co.
B. B. & C. I. Railway Co. Agent's No. 10966 W., dated 18th September 1896.
G.I.P. Railway Co. Agent's No.17290, dated 16th December 1896.
Despatch No. 33, dated 9th April 1897, from the Secretary to the Board of Directors, G. I. P. Railway Co.
Letter No. 3421, dated 23rd July 1897, from the Secretary to the Bombay Port Trust.

6. I beg to attach copies of letters addressed to the Agents of both railway companies, with their replies and subsequent correspondence marginally noted, which will explain the precise condition of affairs as they now stand, and I am to offer the following remarks on the salient points of this correspondence.

I also append a copy of Mr. Hughes' note* on the project, dated 3rd May 1895, in which the financial aspects and other details were very fully discussed, and the figures are referred in the letters marginally noted.

7. The attention of Government is invited to the proposals made in the Port Trust letters, Nos. 3563 and 3564 of 1896, which I am to say appear to the Trustees to be fair and reasonable in every way; but they quite recognise that the company working the line should at least receive sufficient to cover working expenses and maintenance, and were there a loss instead of a profit the Trustees must be prepared to accept a lesser rate of interest on their capital outlay until the revenue increased.

8. Referring to the letter No. 17290 of 1896 from the Agent, G. I. P. Railway Company, it is urged that the Company could, by an extension of their Wari Bunder goods yard on the south side, make such arrangements for improved delivery as would meet sufficiently the requirements of the trade, but the Trustees must, with all due deference, most emphatically reject this proposal, as in no sense meeting in any but a very partial way the necessities of trade; railway companies are public carriers, their duties are limited by law, and the Trustees would be obliged in the interest of its revenue and the trade of the Port to oppose by every possible means in their power the assumption

* Published in Chamber's Report for 1895, pp. 598 to 615.

on the part of the Railway Company, of arrangements which properly devolve upon the Port Trust, and from the provision of which the Trustees may reasonably look for revenue to meet their expenditure.

I may here mention that (*vide* their letter No. 1339, dated 6th April 1894) the Trustees wrote to Government pointing out that the provision of sheds for the temporary storage of grain and seeds was necessary to meet the requirements of trade, and that the provision of such accommodation is one of the duties imposed upon the Trustees, whereas it is outside the province of the Railway Company who have it is believed always been refused permission to erect warehouses for storing merchants' produce. The Railway Company appear to recognise that this is the duty of the Trustees (*vide* para. 9 of the Directors' Despatch No. 33 of 1897), but of course it cannot be gainsaid, as it is specially provided for in the Port Trust Act. For these reasons the Trustees consider that it is futile discussing this proposal, but later on they hope to show why the proposed branch line is necessary.

9. Regarding the concluding para. of the Agent's letter the Trustees are pleased to see that he recognises the importance to the Trust of unrestricted railway communication between their north and south properties, if only for the reason that it so strongly supports the views put forward in para. 5 of this letter, and they cannot see that the inconvenience to the Railway Company of a line crossing the eastern portion of their goods yard on the level would be at all serious, and certainly could afford no comparison to the very great objections to a high level railway carrying heavy goods traffic ; if a crossing is to be made at all, it must be on the level.

It is well known that the traffic into that part of the Wari Bunder goods yard lying to the east of the Frere Road is not very great, and any small objections to a crossing on the level could be easily arranged for were the G. I. P. Railway Company disposed to permit it, and it is believed they could not maintain that it would seriously interfere with their traffic in that portion of their yard.

It will not be out of place to quote here an extract from the opinion of Colonel Firebrace, late Consulting Engineer for Railways, in a Port Trust minute dated 5th February 1894, and which is as sound and true to-day as it was when it was written :

> " I see no objection to the alingment, and it is for consideration whether the Sion-Mazagon length should not have two lines of way and be regularly worked as a railway, and be permitted to

carry passenger traffic. Below Mazagon one line ought to suffice, and I see no objection to the crossing of the G. I. P. on the level at Wari Bunder. Such a crossing could not be permitted if over their main line, but this is at the end of a siding and does not matter."

10. Referring to the remainder of the correspondence quoted in para. 6, I am to say the Trustees consider that the appointment of a Committee, as suggested in letter No. 33, dated 9th April 1897, from the Secretary to the Board of Directors, G. I. P. Railway Company, is unnecessary, and can at this stage be productive of no useful results.

The main points of issue, suggested for the consideration of the Committee are :—

(*a*) the necessity for the proposed branch line ;

(*b*) its height above the sea where it crosses the present G. I. P. goods yard at Wari Bunder ;

(*c*) the remodelling the G. I. P, yard at Wari Bunder, and

(*d*) whether or not the Frere Road overbridge can be dispensed with.

11. As regards each of these points, I am to remark as follows :—

(*a*) The necessity for the proposed branch line.

Any proposal to improve the present methods of dealing with the export trade must take into account the fact that Bombay is not merely the port through which the trade passes, but is also the market where much of the produce is purchased. The greater part of the quantity that is ultimately exported to Europe is indeed purchased locally from dealers and middlemen whose supplies are gathered in from every side by rail and steamer, and in a busy season the stock held in the City may amount to 100,000 tons or more.

The system of direct shipments that has been in practice at the Docks for about five years may be said to have made known the full value to the trade of facilities that now go no farther than sidings provided with sheds for the temporary storage of goods waiting shipment. Although by means of this system some saving may be made in the local charges and no better inducement can be offered, a reference to the statistics of Dock traffic will show that only a small section of the trade, a mere fraction of the whole, has availed itself of the facility.

The reason is that the original lots received by rail can only in very exceptional circumstances be sent on at once to the Docks for shipment. The bulk of the rail-borne trade is all unloaded at the termini of the G. I. P. and B. B. & C. I. Railway Cos., and the explanation is to be found in the established customs of the trade. These are not easily to be disturbed, as they are the outcome of experience and are influenced by the requirements of Foreign countries.

12. As already explained, large quantities are brought to be sold and are stored against a demand. There are only one or two exporting firms who obtain their supplies direct from the grain and seed-producing districts. Most exporters buy their produce in the local market, and even the firms referred to resort to the market to obtain a quality that they may not have in their own stock in order to complete a consignment.

Secondly, only some of the grain is garbled up-country ; the greater part has to be garbled here.

And thirdly the grain and seeds received, more particularly the former, being of unequal quality, it is necessary that they should be examined and graded in order that the consignments may be made according to the specifications.

13. The first object with which the line was projected was to reduce the local expenses. The existing storehouses, both Port Trust and private, being all situated at some distance from the Railway termini, the expense is incurred of carting the produce to the storehouses and afterwards recarting it to the Docks when consignments are ready for shipment.

The cost of carting the produce may be taken at Re. 0-13-8 per ton in ordinary times, which amounts to a tax of between 7 and 8 lakhs on an ordinary year's trade, and much more on that of a good year. There is no margin for reduction in the present wharfage rates of Re. 0-8-0 and Re. 0-11-0 per ton on grain and seeds respectively, and the collective expenses in Bombay are rather high as compared with Karachi, and small as the sum may seem it has an influence in the competition between India and other countries for the supply of the European markets. It is not, however, the direct savings alone that the Trustees had in view, but also such as must result from the acceleration of shipments, the prevention of waste through the frequent handling of bags, the wear and tear of bags, and it may be added the

general savings which must result in having one market instead of a great number of separate places of storage scattered throughout Mandvi.

14. Recent events have also shown that the trade is exposed to a new risk, namely, that caused by either a combination amongst cartmen, or a scarcity of bullocks in a season of famine. The cart hire last April was Rs. 4, and in May as much as Rs. 5 a day, that is to say, double the usual rates, and even then the supply of carts was so far below the demand that the railway termini were blocked and trains delayed in transit in order to relieve the pressure for space. The condition of things in regard to carts and labour at the time was indeed such that even if more business had offered it could not have been done. That the trade of the Port should be liable to be obstructed or even subjected to extraordinary charges by such a cause is intolerable. The scheme that the Trustees have proposed will obviate this risk by rendering the trade independent of carts.

15. The accommodation in the next place has to be provided in a shape in which it cannot be provided by the Railway Companies. It has to afford facilities for the garbling and grading of grain and seeds as well as space where goods may be stored permanently, and it would be beyond the prescribed sphere of either Railway Company's operations to do more than provide the space needed for the temporary storage of goods pending delivery. The Trustees, on the other hand, are empowered by their Act (Section 68) to undertake works of the kind and it naturally devolves on them to do so :—

(*a*) because the Board is in its constitution representative of the whole trade and shipping of the Port, and is therefore in a specially favourable position to gauge and supply the requirements of exporters of produce ;

(*b*) and because the Board, having the control of the Docks and wharves, it is essential to the successful working of the scheme that the Board should also have the control of the rain depots, as the arrangements in the one must fit in with the arrangements in the other.

16. Another reason in favour of the scheme is that it will increase the area available for the storage of goods by opening out the properties north of Mazagon, which, from the want of sidings connecting them with the Docks and wharves, are excluded from use except for some classes of goods intended for local consumption.

The necessity to increase the storage area is twofold—

Firstly.—Provision must be made for the trade that will be displaced when the work of extending the Docks is shortly taken in hand ; and

Secondly.—That the space remaining on the Elphinstone and Mody Bay Estates, where the operations of the more important sections of the trade of the Port are centred, is barely sufficient now at busy times, and a liberal allowance must be made for the expansion of the trade and for an increased centralization of it on the properties of the Trust, which must be the result of the extension of the Docks and the improvement of facilities generally.

17. To enlarge the accommodation at the railway termini would remove their own difficulties only, and would leave the demands of the trade unsatisfied. It would be a wasteful arrangement in that space would be taken up for their own purposes in one place, and that in another place accommodation adapted to all the requirements of the trade would also have to be provided. Such a proposal must obviously be rejected where the space to be encroached on is already so cramped and cannot be added to. The Trustees' scheme would serve a double purpose. It would relieve the congestion in the railway yards rendering an extension of them unnecessary, and at the same time it would provide, in a shape adapted to the requirements of trade, accommodation that the railway companies are restricted from providing.

18. Lastly and briefly the bulk of the cargoes of vessels loading in the Docks would always be ready to hand in the proposed grain depot, which would enable the Trustees to organise an effective system under which supplies could be run into the Docks as they are wanted. The loading of vessels would thus be accelerated and the capacity of the Docks increased, inasmuch as a greater volume of trade could then be passed over the existing berths, and in addition the quays would be relieved of most of the cart traffic with which they are now frequently blocked.

19. As regards (*b*), the height above the sea at which the branch line should cross the present G. I. P. goods yard east of the Frere Road at Wari Bunder, this point has been sufficiently dealt with in para. 9 of this letter, and I need only reiterate that the Trustees are definitely and absolutely of opinion that any such crossing must be on the level.

20. As regards (*c*) the remodelling the G. I. P. Railway goods yard, this concerns the Railway Company only, but I may point out that if the Port Trust scheme were carried out it would relieve the Company of considerable expenditure, as the greater part of the shed accommodation would be provided at the expense of the Port Trust.

21. It will be also convenient to refer here to the proposal made in the latter part of para. 5 of this letter, that is, the transfer to the Port Trust of all that area of land now occupied by the Company at Wari Bunder lying to the east of the Frere Road. The accompanying litho plan shows :—

(*a*) coloured blue the area of the Wari Bunder goods yard lying to the east of the Frere Road, the area of which is estimated at 158,896 square yards.

(*b*) coloured yellow also in occupation of the Railway Company and extending up to the western boundary of the proposed overbridge, the total area of which is estimated at 29,328 square yards.

Both these areas taken together form the plot which the Trustees consider it would be desirable in the interests of the trade and the Port to acquire.

And in exchange they would be willing to make over the plot, coloured red, extending up to the Frere Road on the east and to the Elphinstone Road on the south or grant land and facilities for landing materials, coal, &c., on the Trustees' northern property. The terms of the exchange must of course be a matter of arrangement, and the Trustees will be ready to meet the Company's requirements in any fair and reasonable way.

22. It must be admitted that a large portion of the area coloured blue, more particulary the northern half, is not at present occupied by sidings or goods sheds, or for the *bona fide* purposes of a goods yard, but for the storage of materials, largely old materials, and, speaking generally, this part is used wholly for the purposes of a railway stores yard.

Government on a previous occasion declined, and the Trustees think very properly, to recognise that the Railway Company can claim land in the vicinity of the wharves for storage purposes, and the use of ground space immediately adjoining a valuable wharf frontage for such purposes is strongly to be deprecated, if, as it is believed could be done, room for a stores yard can be found elsewhere.

23. The Company are, however, in possession of the land, and the Trustees recognise that the exchange must be one of mutual arrangement.

The Trust cannot spare a square yard of land in this neighbourhood, but if this exchange can be arranged the Trustees admit that the land referred to in occupation by the Railway Company would be such a decided acquisition that they would be willing to spare the land which they offer in exchange, and offer such further facilities as may be agreed upon.

The Railway Company will, it is thought, readily admit that, as a means of extending their goods yard, the land on the west of the Frere Road would be far more suitable for their purposes, as they could run directly into it, whereas the goods yards on the east being "end on" must be very inconvenient and difficult to arrange.

It is true the Company have some goods-sheds on the east side, but the transfer of those on a valuation should present no difficulty.

24. There would further accrue a great advantage to the Railway Company, inasmuch as this transfer might spare them an expenditure of about rupees five lakhs on the Wari Bunder overbridge, because, if this land (coloured yellow) were included in that to be handed over to the Port Trust, it would, the Trustees consider, be possible to arrange the Frere Road extension on the level through this land, it would only be necessary to have two or three lines crossing the road on the level to pass trains from the G. I.P. goods yard into the Docks, and thus the whole cost of this expensive bridge would be obviated. Such crossings could not be objected to on any grounds, as they would only be used for slow goods traffic at very long intervals.

25. I must apologise for the length of this letter, but the Trustees are most anxious for a final settlement of this question, as several others of public interest are dependent upon it, and they desire that the whole case in favour of the proposed branch line should be fully and fairly stated.

The Municipality are very reasonably pressing for a settlement of the Wari Bunder overbridge question (also see para. 24), and this cannot be definitely decided upon until the larger question of this Branch Railway is definitely arranged.

The Trustees are fully convinced that no alternative is admissible, and that the future demands of the Port and trade of Bombay will sooner or later demand the construction of this Branch line, which has

now been under discussion and consideration for over four years ; the Trustees will only be too willing to consider any fair and reasonable solution of the question, and think it should be the common purpose of both the Railway Companies and the Trustees by every means in their respective powers to afford all necessary facilities for the trade of this Port, their interests so far should be identical.—I have, &c.,

C. T. BURKE, Chairman.

No. 3563.

31*st July* 1896.

From the SECRETARY, PORT TRUST, to the AGENT, G. I. P. RAILWAY.

SIR,—With reference to para. 6 of your Board of Directors' despatch No. 97, dated 22nd November 1895, received under your No. $\frac{R-157}{16735}$, dated 31st December 1895, I am directed by the Trustees to ask that you may be kind enough to allow them to see the scheme which your Chief Engineer has been instructed to prepare.

2. I am to say that in the opinion of the Trustees any alterations in the Wadi Bunder Depôt, as are contemplated, will not meet the requirements of trade as a whole for the reasons given in para. 8 of this Office No. 1997 to the Chamber of Commerce, copy of which letter was forwarded to you with my No. 1998 of 30th May 1895; indeed the fact appears to be admitted by the Directors themselves in para. 7 of their despatch, and I am to urge that looking to the future, any considerable expansion of trade can only, taking into account the necessities of the Railway Companies concerned, be satisfactorily met by the projected branch line including a large depôt at Mazagon.

3. I am also desired to refer to the opinion expressed in para. 3 of your No. 8828, dated 17th July 1895, *viz.*, "that the Docks are seriously deficient in facilities for railway communication must be admitted," and to the opinion expressed by Colonel F. Firebrace in a minute as Trustee, *viz.*, "I agree entirely in the proposed scheme, "and consider that the line must eventually be made, and so the "sooner the better, so far as initial cost is concerned, as every year it "is delayed the more costly it will be."

These appear to be strong arguments, from the Railway point of view, in favour of the opinion held by the Trustees that the Railway is absolutely necessary to meet the requirements of the future expansion in the trade of the Port.

4. In their reply to the letter,* referred to in para. 2 above, the Chamber of Commerce pointed out that the storage space proposed by the Port Trustees was inadequate and should be at least doubled ; this led to a reconsideration of this part of the scheme, and the Engineer has prepared an alternative arrangement doing away with the yard proposed at Wadala and concentrating the business at Mazagon and Tank Bunder, where, by reclaiming the present timber ponds and making new ones, ample room can be found for all possible future requirements. I am desired to forward the accompanying plan No. $\frac{4624}{D-1}$ showing generally the alternative arrangements proposed for the "sorting and clearing yards" as well as the proposed sheds with platform and sidings.

The yard proposed at Wadala had an estimated area of 101,933 square yards and 46,000 lineal feet of sidings which would accommodate approximately about 2,000 wagons, while, according to the revised arrangements, the yard arranged for on the Frere Estate and shown on the accompanying plan will have a total area of 191,030 square yards and 60,000 lineal feet of sidings.

Storage depôts for grain and seeds, &c., are shown colored yellow and red, and are arranged complete with platforms and sidings, the areas are as follows :—

	Sq. feet.
Area of covered sheds colored yellow on plan ...	873,200
Open spaces or platforms	436,600
Total colored yellow	1,309,800

	Sq. feet.
Area of covered sheds colored red	273,896
Open spaces or platforms	47,250
Total colored red	321,146

Thus it will be seen that the storage area now estimated at 1,630,946 square feet including sheds and platforms, as compared with 704,820 square feet originally proposed, has been very largely increased, and as this only provides for single-storey sheds, it is clear that the effective area can be doubled or trebled by the addition of one or two storeys respectively to the sheds.

* Port Trust No. 1997, dated 30th May 1895.

The platforms could also be wholly or partly covered in, which would further increase the storage accommodation.

5. I am further to state, with reference to para. 4 of this Office No. 1998, dated 30th May 1895, that a suggestion has been put forward to the effect, that the Trustees should make the line, and that the two Railway Companies should work it jointly, paying the Trustees interest upon the capital required for its construction, and I am to say that the Trustees are prepared to entertain proposals on this basis with the modification that the capital on which the interest is calculated shall include the value of the land taken up for the line and that, instead of the Railway Companies paying a fixed rate on the total thus arrived at, the receipts shall be apportioned as follows :—The Railway Company shall take 45 per cent. of the gross receipts, and the remaining 55 per cent. shall be paid to the Trustees up to the limit of 4 per cent. on the capital outlay including value of land, and any surplus remaining over shall be divided.

Thus, taking the capital cost including land at, say, 35 lakhs, and the gross receipts (on the supposition that only one-half the estimated volume of traffic uses the line) at Rs. 4,28,661, the division would be—

	Rs.
Railway Companies, 45 per cent.	2,12,897
Half surplus	37,882
	Rs. 2,50,779
Port Trust, 4 per cent. on Capital	1,40,000
Half surplus	37,882
	Rs. 1,77,882
	Total Rs. 4,28,661

6. Finally, I am to say that the Trustees are strongly of opinion that this Branch Line must, in the interests of trade, be made sooner or later—the sooner the better—and they would again reiterate that they have no idea of profit in the undertaking, but desire it solely in the interest of the Trade of Bombay, and this should eventually benefit the Railway Companies as much as it can the Port,

No. 3564.

BOMBAY, 31*st July* 1896.

From the SECRETARY, PORT TRUST, to the AGENT, B. B. & C. I. RAILWAY.

SIR,—I am directed to acknowledge your No. 9627-W, dated 21st September 1895, forwarding an extract from your Home Board's Despatch No. 865, dated 12th July 1895, and, with reference to the suggestion made by your Board that the Trustees should make the line, and that the two Railway Companies should work it jointly, paying the Trustees interest upon the capital required for its construction, I am to say that the Trustees are prepared to entertain proposals on this basis with the modification that the capital on which the interest is calculated shall include the value of the land taken up for the line, and that, instead of the Railway Companies paying a fixed rate on the total thus arrived at, the receipts shall be apportioned as follows :—The Railway Companies shall take 45 per cent. of the gross receipts, and the remaining 55 per cent. shall be paid to the Trustees up to a limit of 4 per cent. on the capital outlay including value of land, and any surplus remaining over shall be divided.

Thus, taking the capital cost including land at, say, 35 lakhs, and the gross receipts (on the supposition that only one-half the estimated volume of traffic uses the line) at Rs. 4,28,661, the division would be—

	Rs.
Railway Companies, 45 per cent.	2,12,897
Half surplus	37,882
	Rs. 2,50,779
Port Trust, 4 per cent. on Capital	1,40,000
Half surplus	37,882
	1,77,882
	Total Rs. 4,28,661

2. With reference to your para. 3, I am to explain that in their reply to this office letter No. 1997, dated 30th May 1895, the Chamber of Commerce pointed out that the storage space proposed by the Port Trustees was inadequate and should be at least doubled ; this led to a reconsideration of this part of the scheme, and the Engineer has pre-

pared an alternative arrangement doing away with the yard proposed at Wadala and concentrating the business at Mazagon and Tank Bunder, where, by reclaiming the present timber ponds and making new ones, ample room can be found for all possible future requirements. I am desired to forward the accompanying plan No. $\frac{4624}{D\text{-}1}$ showing generally the alternative arrangements proposed for the "sorting and clearing yard," as well as the proposed sheds with platform and sidings.

The yard proposed at Wadala had an estimated area of 101,933 square yards and 46,000 lineal feet of sidings, which would accommodate approximately about 2,000 wagons, while, according to the revised arrangements, the yard arranged for on the Frere Estate and shown on the accompanying plan will have a total area of 191,030 square yards and 60,000 lineal feet of sidings.

Storage depots for grain and seeds, &c., are shown colored yellow and red and are arranged complete with platforms and sidings; the areas are as follows :—

	Sq. ft.
Area of covered sheds colored yellow on plan ...	873,200
Open spaces or platforms	436,600
Total colored yellow...	1,309,800
Area of covered sheds colored red...	273,896
Open spaces or platforms	47,250
Total colored red...	321,146

Thus it will be seen that the storage area now estimated at 1,630,946 square feet including sheds and platforms, as compared with 704,820 square feet originally proposed, has been very largely increased, and, as this only provides for single-storey sheds, it is clear that the effective area can be doubled or trebled by the addition of one or two storeys respectively to the sheds.

The platforms could also be wholly or partly covered in which would further increase the storage accommodation.

3. Regarding your para. 6, I am to refer you to this office No. 3261, dated 9th July 1896, and to say that the Trustees hope to give the matter of the provision of sidings within the limits of the docks early consideration when the plans have been matured.

4. Finally, I am to say that the Trustees are strongly of opinion that this branch line must, in the interests of trade, be made sooner or later, and they would again repeat that they have no idea of profit in the undertaking, but desire it solely in the interests of the trade of Bombay, and this should eventually benefit the Railway Companies as much as it can the Port.

No. 10966-W of 1896.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY,
AGENT'S OFFICE, BOMBAY, 18*th September* 1896.

To the CHAIRMAN, BOMBAY PORT TRUST, Bombay.

SIR,—With reference to your No. 3564 of 31st July 1896, I have the honour to point out that the figures therein seem to require some alteration. I have the honour, in the first place, to call your attention to para. 8 of letter No. 10058 of 15th July 1895 from the General Traffic Manager, forwarded with this office No. 8286 of 14th August 1895, wherein it was pointed out that no terminal charges could be counted among the receipts of the line in question.

2. I have again gone into the question in communication with the General Traffic Manager, an extract of whose letter No. 12835-G to my address I submit; he say—

"Roughly speaking, it may therefore be said that there is no "terminal available for consideration on account of the whole of "the foreign traffic; and that there are terminals in perhaps half "the rates for local traffic, but that it is only a fraction of the "latter that the Port Trust could have any reasons for claiming"

to which I may add that the Port Trust line must of necessity carry very little local traffic: it will be seen, therefore, that terminals must be omitted and our figures will then stand on a different footing.

3. The figure 4,28,661, which is made up of—

	Rs.
Freight	1,08,800
Siding charges	61,500
Haulage	28,687
	1,98,987
Terminals... ...	2,29,674
Rs.	4,28,661

will be reduced to Rs. 1,98,987, or, say roughly, 2 lakhs of rupees. The total capital cost, including land, comes to 35 lakhs of rupees, the interest charges on which are said to be Rs. 1,40,000. But taking the proposals now before us, we get Railway share of Rs. 2,00,000=Rs. 90,000, which, subtracted from the total, leaves but Rs. 1,10,000 to meet the interest on the 35 lakhs and results in a deficit and not in a surplus; so that, unless the Port Trust are inclined to forego their full interest charges, the result would be that, after paying up 4 per cent. on capital cost, *i.e.*, Rs. 1,40,000, we should only get Rs. 60,000 per annum out of the line, which would represent 30 per cent. of the gross earnings, which would not be a fair charge considering that we provide rolling stock, &c., and maintain the line. For so short a piece of line we should certainly expect to get 45 per cent. of gross earnings for working; this would leave only Rs. 1,10,000 to the Port Trust for interest charges, or a little over 3 per cent. It is possible that the Port Trust will consider that this sum, with the increased traffic brought to their Docks and the charges resulting therefrom, will be a sufficient compensation for the expenditure incurred in making the line.

4. With reference to para. 3 and plan alluded to, the design seems an improvement on the previous scheme; it is presumed that the working Railway will probably have the hauling of the goods from the Warehouses to the Docks; this, of course, will be a troublesome and expensive business, and unless goods were booked direct to the Docks, a special rate for haulage from Mazagon to the Docks would probably be necessary. This could be discussed hereafter.

5. I would, in conclusion, point out that this part of the scheme is one in which the Port Trust is more interested than this Railway; the chief object we have in view being direct communication with the Docks either by the line now proposed by you, along which goods could be directly booked to the Docks, or by a connection, as before urged, between the Docks and the Carnac Bridge Yard, and I would again urge the pushing on of this scheme as a preliminary move to the other.—I have, &c.,

H. D. OLIVIER, Major, R.E., Agent.

No. 17290.

GREAT INDIAN PENINSULA RAILWAY COMPANY,

BOMBAY, 16*th December* 1896.

The SECRETARY, BOMBAY PORT TRUST.

DEAR SIR,—I beg to acknowledge your No. 3563 of the 31st July.

From your second para. I understand that, in the opinion of the Trustees the grain trade will remove itself to Mazagon if the accommodation proposed in the Trust scheme is provided, and that no rearrangement or extension of Wari Bunder Yard can be made that would render such removal unnecessary; but the Chamber of Commerce in their reply to the Trustee's letter No. 1997 of the 30th May 1895, wrote, "whether the local native dealers who do about three-"fourths of the seed and wheat business in Bombay will take advan-"tage of the scheme seems doubtful. They will, it seems natural to "suppose, object to the transfer of the market to Mazagon on account "of its inconvenient distance from their houses, and will be reluctant "to leave their present godowns, which are cheap and conveniently "situated." Holding the same view, we consider the requirements of the trade can be sufficiently met by increased facilities of delivery, and this could be obtained by an extension of the yard on the south side, taking in the present firewood siding and acquiring land up to Bhusawal Street; this is shewn on the plan No. 11967 herewith.

These platforms will be covered and the expenditure necessary would be inconsiderable compared with the Trust scheme.

Plan No. 11968 is also forwarded, showing a suggested double line junction between the main goods line at Wari Bunder and the Trust sidings which, as stated in the minutes of meeting with your Engineer, would ensure delivery without delay or inconvenience of all traffic from up-country consigned direct to the Trustees' sidings.

In reply to your para. 5, in the event of the Trustees' line being made, there would be no difficulty, I apprehend, in coming to an arrangement for working it, but the time has not yet arrived for considering this.

In connection with this, I may mention that alterations in the rates and terminals are under consideration which, if carried out, as they probably will be, will materially alter the Trustees' estimate of the earnings of the proposed line.

We attach very great importance to the closing of the Frere Road level crossing by the erection of the overbridge so many years now under consideration, for until this relief is obtained, it is not practicable to work the goods yard with the despatch that in a busy time is so essential.

I recognise the importance to the Trust of unrestricted rail communication between their north and south properties, as you no doubt do the inconvenience, delays and hindrance to business both to yours and ours that must of necessity arise by a line crossing our goods yard on the level. To give you the communication which you desire, our Chief Engineer suggests an overbridge of the type of the Liverpool overhead railway, which in his opinion is perfectly practicable within a reasonable expenditure, and would not interfere with the circulation of traffic between the docks and godowns, railway goods yard, &c. With such a viaduct, he states, the traffic would pass under it as freely as at present.—Yours, &c.,

G. A. BARNETT, Agent.

No. 33 OF 1897.

THE GREAT INDIAN PENINSULA RAILWAY COMPANY,
LONDON, *9th April* 1897.

G. A. BARNETT, Esq., C.I.E., Agent, Bombay.

SIR,

BRANCH LINE INTO BOMBAY PROPOSED BY THE BOMBAY PORT TRUST.

Agent's letter No. 30 of 1895, paragraph 419.
„ „ „ 53 „ 1896, „ 771.
Board's „ „ 97 „ 1895, all.
„ „ „ 56 „ 1896, paragraph 2.

The Board have considered the revised scheme proposed by the Bombay Port Trust for a branch line of railway into Bombay. This scheme, so far as its engineering features are concerned, does not apparently differ in any material manner from the original proposal,—the alterations being in the direction of increasing the capacity of the scheme to deal with a much larger volume of traffic than at first suggested.

2. The alterations are :—

(*a*) The proposed goods depot at Waddala is given up, and the whole of the work—both of sorting and storage—is concentrated at Mazagon and Tank Bunder, thus bringing the new depot as nearly as practicable into the commercial quarter of Bombay.

(*b*) The cost of all land is to be added to, and considered a part of, the capital outlay.

(*c*) The Trustees are to provide the capital and construct the line, the G. I. P. and B. B. and C. I. Railways jointly working the line.

(*d*) 45 per cent. of the gross receipts is to be paid to the working railways ; next, so much of the balance of the gross receipts as is required to pay 4 per cent. on the total capital outlay is to be paid to the Trustees ; and any residue is to be divided equally between the Railway Companies and the Trustees.

3. The several objections raised by the Board to the first proposal formulated by the Port Trust have neither been met nor refuted in the present proposal, and it now appears that the majority of the mercantile community trading in Bombay do not favor the scheme ; which, moreover, involves the crossing on the level of the Company's goods yard at Waree Bunder, and, if carried out, would cut off and render practically useless for railway purposes a very important part of the yard.

4. The last objection is in itself so serious that the remodelling of the goods depot would be a necessity. The yard, however, is so laid out that its re-arrangement is, in any case, desirable ; and it appears that not only can this be done without difficulty, but that a double-line connection with the lines of rail within the docks can be provided, and probably a very valuable harbour frontage relinquished of value far in excess of any additional land which would have to be acquired. If, therefore, the project be considered from the standpoint of an efficient and economical connection between the main line and the dock sidings, the object can be easily and effectively gained without the introduction of the proposed branch ; and at considerably less expense, a point of much importance in relation to the burden on the trade of the Port.

5. The Port Trustees, however, do not regard the project from this standpoint. In their opinion "any (such) alterations in the Wari "Bunder depot as are contemplated will not meet the requirements of "trade as a whole" . . . . ; indeed, they say "that this fact "appears to be admitted by the Directors themselves in paragraph 7 "of their despatch." The Board made no such admission; their remarks were solely directed to the facts that become apparent at terminal stations in all large towns. The arrangements which are at first found sufficient to cope with the traffic become insufficient as that traffic increases, and it becomes necessary to create depots in the suburbs where the shunting and proper distribution can be done, and the goods despatched to destination. There is no room for doubt that the expenditure—both in first construction and in future traffic working—due to the extension of one, or even more, of the present stations outside Bombay would be much less than that required to create an entirely new station and depot on the large scale contemplated, within Bombay itself.

6. Again, although the Board pointed out that the statistics of traffic, and the resultant gross traffic receipts assumed by the Port Trust to shew the financial success of the scheme, should not be relied on to the extent claimed, the Trustees still quote the same gross receipts and maintain the same financial argument. The working proposals are, however, now modified, and the Trustees are to take from the net receipts, when sufficient, 4 per cent. on the capital expended, *plus* a moiety of any surplus. The conditions do not seem quite compatible with the reiterated disclaimer of the Port Trust of any desire to make a profit out of the branch railway, for though a surplus may never accrue, the rate of interest named is considerably higher than is earned on Indian Government Paper, and is higher than that on which they themselves can raise debenture capital; while the security is, or ought to be, quite as good.

7. In connection with this project, the Board would again call attention to the sanctioned proposal of the Frere Road overbridge. That project was sanctioned as far back as 1892—*vide* Bombay Government Resolution No. 1553, dated 6th August 1892—and the Board's consent to incur the expenditure apportioned to the railway was communicated to you in my letter No. 29 of the 7th October 1892. There does not appear to be on record any sanction of the Government of India to this project; but as the emplacement of the southern abutment of the bridge depends on the introduction of

improved railway connection between the Waree Bunder goods yard and the lines of railway within the docks, it would seem that this important and very necessary improvement is being deferred until the Port Trustees can obtain sanction to their scheme for a separate railway line through Mazagon into the docks. In the memorandum on their Budget Estimates for 1895-96 [*vide* Appendix TT to the Report of the Bombay Chamber of Commerce for 1895] the Port Trustees remark—"In April" (?1894) "the Trustees approved "and forwarded to Government a revised plan of the south approach "modified to provide a connection between the goods and dock "railway sidings at Waree Bunder under the bridge. The Railway "Company subsequently proposed a revised survey of the "ground in connection with the proposed siding junction, which has "since been completed, and the proposals have been modified as re-"quired. As far as the Trustees are aware, there is now no reason for "deferring the commencement of the work, and provision is accordingly "made for the estimated expenditure in the official year on the south "approach within the Trustees' limits." The proposed branch line would cross Waree Bunder goods yard exactly at the present level crossing, and it cannot be supposed that there can be any desire to add to the many difficulties which this level crossing already causes. On the other hand, if the goods yard is remodelled it may be possible to dispense with an overbridge at this point; but this is a large question which should be carefully looked into in connection with the other proposals for an alternative scheme.

8. It is thus made evident that there are many important considerations to be weighed carefully before the Trustees' project should be accepted. The Board conceive that before any assent is given the whole position should be carefully gone into by a small Committee, and that on such Committee the Government of India should be fully represented. The main issues to be laid before such a Committee, appear to the Board to be :—

(*a*) the necessity for the proposed branch line ;

(*b*) its height above the sea where it crosses the present G. I. P. goods yard at Waree Bunder ;

(*c*) the remodelling the G. I. P. yard at Waree Bunder ; and

(*d*) whether or not the Frere Road overbridge can be dispensed with.

You should therefore bring the matter before Government at an early date, and suggest that it should be referred to a representative Committee to report on the whole question.

9. In conclusion, the Board reiterate their previously expressed views and repeat that if the mercantile community of Bombay is of opinion that the new line is required, and if the Government of India accepts the project, they are quite prepared to work the line on easy terms as an integral portion of their present undertaking. They however strongly deprecate the introduction of a small branch line worked separately or by a competing interest at a point where economical working can really only be obtained by such a line being worked by, and treated as subordinate to, one or other of the two principal railways running into Bombay. They consider that such a line can be better and more cheaply constructed by their own agency, as an integral part of their own system, than in the manner proposed, and if the Port Trust consider that the branch line would be incomplete without arrangements for cleaning and storing grain, a yard for these purposes could easily be added by that body at some convenient place selected by it, to be worked in connection with the readjusted arrangements of this Company.

10. You will be good enough to forward a copy of this letter to the Port Trustees for such further consideration as they may deem desirable; and after you have brought the matter before the notice of Government, you can also forward a copy to the Bombay Chamber of Commerce for information.—I am, &c.,

F. L. SOARE, Secretary.

No. 3421 OF 1897.

BOMBAY PORT TRUST, 23*rd July* 1897.

To the SECRETARY, BOARD of DIRECTORS, G. I. P. Railway Company, London.

SIR,—Your despatch No. 33, dated 9th April 1897, was communicated to the Trustees by the Agent, under date 28th June, and will receive early attention, but in the meantime a few points in the despatch call for immediate remark.

2. The first is the statement in para. 3 that it now appears the majority of the mercantile community trading in Bombay do not favor the scheme. I am to ask the grounds for this assertion. So far as the Trustees are aware, the only opinions recorded regarding it are those given in the letter of the Chamber of Commerce, dated 19th July 1895, and those recorded in the speeches delivered at the General Meetings of the Chamber. In the letter referred to it is stated that

most of those who responded to the Committee's invitation have expressed general approval of the project. At the general meetings while several influential merchants have expressed themselves as strongly in favor of the scheme, there has, in no instance, been a speech in opposition. As the report of the last meeting may not be at your disposal, I am to quote as follows from the remarks made by the late Chairman, the Hon'ble Mr. Beaufort :—

" You will doubtless recollect the scheme which was placed before you in 1895 regarding a Port Trust Railway. The practical point of the criticism, which the scheme met with from us, was that the storage space proposed to be provided at Mazagon was inadequate and should at least be doubled. A complete revision of this portion of the plans has fully met the objection. The scheme thus revised was referred last June or July for reconsideration at the hands of the Railway Companies with proposals for working the line. I am glad to say that the B. B. & C. I. Railway takes a favorable view of the scheme, and is prepared to co-operate with the Trustees in carrying it out. The G. I. P. Railway, on the other hand, in a reply just received, are not so favorably disposed, and are inclined to take the same view as the minority of our members, and I fear the Company will not be convinced until the futility of the alternatives they have suggested is demonstrated. A little give-and-take on both sides should, however, get over the objections, and I hope before long matters may be arranged satisfactorily. The Trustees are to a man convinced of the necessity of the scheme being carried out as speedily as possible, and it is as well that this Chamber should carefully reconsider the project when the time arrives. We must look ahead and be prepared for contingencies, which eighteen months ago we did not dream of. The cleaning of grain in Mandvi—an admitted nuisance—has been the source of frequent and growing complaints by the increasing population, and the time is not far distant, if, indeed, it has not yet arrived, when the Municipality may justly ask, and the authorities insist upon, the nuisance being removed. I would earnestly beg the few members who disapproved of the original scheme to reconsider the matter by the light of recent experience, so that your representatives may press forward the views of an undivided Chamber in this very important matter."

3. I am further to invite the attention of your Board to the opinions of the Press, both English and Native, which are remarkably favorable to the project.

4. In para. 6 it is remarked that the Trustees still quote the same gross receipts, although the Board pointed out the statistics of traffic should no to be relied on to the extent claimed. The basis of the Board's criticism on this point was that the statistics only embraced the working of the first or busy half-year. But this was a misunderstanding on their part, which was pointed out to them and fully admitted in your letter of 26th June 1896 ; moreover, the financial argument is framed on the supposition that only *one-half* the estimated volume of traffic uses the line. The Trustees accordingly fail to see the application of your Board's remarks in the first part of this para.

5. The remaining point which I am at present to refer to is the last portion of their para. 6. The Board may be excused for not being aware of the financial liabilities of the Trustees in regard to their capital debt, as, for instance, that they are liable under statute to pay Government 4½ per cent. on the cost of a great part of the land to be occupied ; but I am to point out that the proposals embodied in my letter of 31st July 1896 were framed prior to the issue of the Government 3 per cent. loan and that the last previous Government loan (3½ per cent.) was allotted at the average rate of Rs. 96-3-2·53, the minimum accepted being Rs. 94-2-0. The rate of interest named was accordingly not, at the time, considerably higher than is earned on Government paper. The rate at which the Trustees can raise debenture capital varies, but it would be unsafe to assume it in an estimate of the kind at less than 4 per cent.

6. I am to say that, subject to their obligations in respect of the land, the Trustees would be quite willing to consider a proposal that the rate should be 4 per cent. or "such lower or higher rate at which the capital may be raised," but nothing is to be gained by discourteously questioning their good faith.—I have, &c.,

F. G. DUMAYNE, Secretary.

BOMBAY CHAMBER OF COMMERCE, *13th January* 1899.

The SECRETARY to GOVERNMENT, Public Works Department, Railway Branch, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2642, dated the

5th October 1898, together with enclosures, relating to the proposed Port Trust Branch Railway.

2. The above scheme, as presented in the said enclosures, has had the most careful consideration of the Committee; and I am directed to say that the members would cordially support any project assuring to the trade of Bombay the advantages held forth in the Port Trust exposition of the proposals in question.

3. The prime object of the said proposals is set forth in the title of the "*Note by the Chairman, Bombay Port Trust, dated 3rd May* 1895, *on the Project for Cheapening the methods of dealing with Exports and Imports by improvement in the means of Railway Communication.*"

4. A secondary but still important object of the scheme may be said to be that of opening up and rendering more accessible for purposes of trade or residence a large tract of land lying in the northern part of the Island of Bombay, and the establishment of railway communication along the harbour frontage.

5. It is clear that any arrangements assuring to the trade a considerable saving in the handling of goods, while introducing no risks of confusion and delay, would command the support of the entire commercial community; would ultimately, and with a rapidity proportionate to the advantages afforded, lead to the adaptation of existing methods to the new conditions of working; and would prove to the Port an advantage of the first dimension. It is equally certain that any project by which the extended harbour front and the north-eastern end of the Island could be connected by railway with central Bombay, without imposing on trade a considerable risk of having to make good—in one manner or another—a possible loss in working, would be unreservedly welcomed by the members

of the Chamber. The said frontage is likely to become the site of numerous industrial enterprises; and as the population of the city increases in density, it will become necessary to find such an area for overflow as might be opened up by the Railway in question.

6. The members of the Committee hope that the fact of their having approached and considered the whole question in the most sympathetic spirit will not be doubted if they are forced to question the practicability of the scheme and to offer certain criticisms in no way directed against the avowed aims of the project—which indeed claim their unqualified approval—but simply relating to the measure in which the said project, as at present set forth, fails to give assurance of the attainment of those aims.

7. The Committee desire to avoid discussion of the financial aspect of the scheme; but in view of the fact that the project, if unsuccessful, would impose a future charge on the trade of the Port, it has been necessary to consider the Port Trust and other estimates of cost, of working expenses, of mileage rates and of revenue. It appears to the Chamber of Commerce, from such examination as has been possible, that the figures given by the Port Trust in all these connections are unduly optimistic, and that the detailed criticism to which they have been subjected in certain quarters is in the main sound. And it should be here pointed out that while the diminished cost of handling and shipping goods is at all points taken, for purposes of calculation, on the most favourable basis possible, there is no undertaking on the part of the Port Trust that the same rates will be maintained or even attempted in practice.

8. The effect of the proposed scheme upon the import trade would, in the opinion of the Chamber of Commerce, be small; for the existing arrangements seem adequate to

all present requirements, and afford opportunities for considerable expansion, but are not fully taken advantage of. What further facilities may become necessary would probably be best supplied by the establishment of improved communication between the docks and the existing railway depots. But it is clear that the proposed scheme would in any case assure a saving upon all goods arriving at Mazagon for the many mills about Parel, as also upon local yarns and upon oil, timber, etc., to be forwarded by rail up-country, as the existent storage for those latter is already situated at Mazagon.

9. The effect of the project would therefore be principally confined to the export trade in seeds and possibly in cotton. But my Committee believe that it may be assumed that the cotton trade will for a number of years prefer to work under the existing conditions. There are certain disadvantages attached to the present Cotton Green, the principal drawback being its distance from the Docks and mills. The godowns are greatly scattered; and this fact, specially in the rains, causes inconvenience. Much of the ground occupied by the present Cotton Green is Port Trust property; and it has recently been said that it may be required for building purposes, certain blocks having actually been marked out. But the proposed Cotton Green at Mazagon, though well designed in point of internal convenience, would be at too great a distance from the offices in Fort and at still greater distance from the presses. These are installed at Colaba; and it is obvious that if bales that require repressing, and if loose cotton received from the Kathiawar Coast, are to be railed to the docks, carted thence to Colaba, and, after pressing, to be reconveyed by cart and rail to Mazagon, there will be an end of any saving to the trade. And it should be borne in mind that the inconvenience and loss of time likely to be

imposed on the trade by the remoteness of the proposed Cotton Green from the merchants' offices in the Fort would constitute a very considerable tax. If a sufficient inducement were offered, new presses would be erected at Mazagon; but the change would almost certainly involve the ruin of those by which the trade is at present served. This, if it resulted from the natural action of economic laws, could not be resented; but my Committee desire to point out very clearly that it would not be consistent with the functions of the Port Trustees to put pressure upon an immensely important branch of the commerce they are appointed to foster, and, by an interference with the said laws, to extrude it from the position to which all the conditions of the trade have adapted themselves. It may therefore be taken that the cotton trade will not move to Mazagon.

10. This further narrows the bearing of the Port Trust scheme considered as a project for cheapening the methods of dealing with exports and imports, and confines it to the export trade in grain and seeds. Any examination of the scheme in its application to that trade must treat, firstly, of the adequacy or inadequacy of existing arrangements, and secondly, of the measure in which the new proposals would supply such deficiencies as might have been found to exist.

11. My Committee are of opinion that certain defects do exist in the present arrangements, but that they are not felt at ordinary times. The godown space at present available in the neighbourhood of the docks is on the whole sufficient to the normal requirements of the trade; but inconvenience has been experienced under exceptional conditions of congestion and stagnation such as arose during the plague visitation of last year; and there probably is a prospective demand for increased accommodation. The

Chamber of Commerce recognises therefore that an expansion of storage space contiguous to, or in intimate connection with, the great railways and the docks is to be desired.

12. But my Committee direct me to say that in their opinion it is desirable that any such supplementary storage space should be near the existing seat of the trade, which is in and about Mandvie. It has been suggested that the presence of the grain godowns in Mandvie constitutes a danger to public health. But the suggestion reposes upon the exploded theory that plague proceeded from grain; and the dust nuisance attending the garbling is insignificant as compared with that daily experienced in the streets. No obvious reason therefore presents itself for the displacement of one of the most important branches of commerce in Bombay. And here again my Committee desire to deprecate strongly any attempt on the part of the Port Trustees to evict such a branch of trade from a position that has been found essentially convenient.

13. Paragraphs 11 and 12 of the Port Trust letter to Government, dated the 7th September 1898, show appreciation of the important fact that Bombay is not only the Port for the shipment of wheat and seeds, but the market in which wheat and seeds from many parts of India are brought together, graded, bought and sold. The mass of the trade is in the hands of native dealers, many of whom have their own godowns adjoining their houses. If the whole trade could be induced to move simultaneously to Mazagon, relatively small inconvenience would be felt; but it is not apparent that the scheme offers any adequate inducement to dealers of the class alluded to. And the phase of transition, with half the trade in one quarter and half in another at considerable distance therefrom, would be attended by an amount of

annoyance and expense not compensated by any economy to be reasonably looked for. For shippers and dealers of all classes have occasion to buy in the local market from time to time for purposes of mixing or to complete a shipment. It is understood that the Port Trustees so far recognise this condition that they would not at first attempt to move the whole trade to Mazagon; but would tentatively construct, at the north end of the Elphinstone Estate and adjoining the G. I. P. Goods Yard at Wari Bunder, godowns which might be served by sidings direct from the railway system. A solution of the whole problem might possibly be found in a development of this tentative scheme in a southerly direction upon the ground now occupied by bullock sheds, and in the establishment of proper communication between the railways and the docks.

14. It is hoped that, with a view to the effective consummation of the project, the Port Trust will be able to come to an understanding with the two railways, and it is recommended that the construction and the practical management of the line north of Mazagon should be in the hands of one of the latter, while the arrangement as to the haulage of goods from godown to ship-side ought to be such as to prevent any division of responsibility as regards the prompt and uninterrupted delivery of goods alongside. My Committee do not seek to disguise their strong misgivings on this point.

15. One of the most important questions in the matter is that as to whether the existent or projected system of sidings at the docks is or would be adequate to deal with the amount of direct traffic anticipated by the Port Trust. A system otherwise the most perfect in the world would be useless if the traffic brought forward over it could not get free egress. If congestion were to occur in the docks

themselves in connection with the proposed scheme, the inconvenience would be infinitely greater than has ever been experienced under present conditions. It is argued on the one hand that, as a wagon carries as much wheat as 13 bullock carts and occupies less space, it is a more efficient means of transport; and on an open line this is obvious. But the stoppage of a wagon is 13 times as serious as that of a cart in respect of its mere carrying capacity, and is infinitely more serious in view of the fact that it is absolute. Cart transport is mobile and finds its own egress from a block; but railway wagons must get through by one way or not at all.

16. A block on the projected railway between the godowns and the ship's side would necessitate a resort to cartage, and this would not be easily obtained at Mazagon. Cart hire thence to the docks would be heavy; and in any case much of the goods already loaded in wagons would either have to be left or rehandled into carts at an additional outlay.

17. A combined system of improved dock sidings was discussed by the Port Trust with representatives of the two railways, and the verdict of those representatives is said to have been favourable. But, so far as appears, no arrangement is made or feasible for the direct delivery of goods alongside. Rails could be laid alongside the three berths at the south end of the docks; but in almost every other case the goods would be run up behind the transit sheds, handled into them and then re-handled on board. In most cases, moreover, turntables would have to be used; and it seems evident that the railway experts, when approving the proposed sidings, forgot to consider that a ship often loads three or four different descriptions of seeds or goods simultaneously or may, when nearly loaded, require prompt delivery of a

hundred tons or so to complete its cargo. The Committee doubt whether this will be possible if the godowns are at Mazagon and everything is sent down on rails.

18. While my Committee do not feel satisfied that the proposed scheme will confer on the export trade in grain and seeds all the benefits that are claimed for it, or that the trade will immediately be induced to transfer itself to Mazagon, they recognise that the benefits arising from the opening up of the northern part of the island and the resultant enhancement in the value of the Port Trust property in that direction probably constitute sufficiently strong reasons for undertaking some such scheme. And if the Port Trust should be able to afford to the trade any guarantee against the losses that would result from a break-down of their shipping arrangements or should be able to show that such losses are not to be anticipated, the existent uncertainty as to the merits of the scheme would be in great part removed.

19. The Chamber of Commerce believes that whether the project under consideration be proceeded with or not, it would be most expedient at present to perfect the reorganisation of the siding system in the docks and to place the existing railway goods yards in effective connection with the sidings so improved.

20. And, in conclusion, I am to recommend that as little delay as possible should attend the decision in regard to the prosecution or abandonment of the proposals under consideration, as re-arrangement of the Wari Bunder Goods Yards and several other important matters have long been suspended.—I have, &c.,

R. H. MACAULAY, Chairman.
FREDERICK NOEL PATON, Secretary.

APPENDIX F.

CITY OF BOMBAY IMPROVEMENT BILL, 1898.

STATEMENT OF OBJECTS AND REASONS.

There is no city in India, and there are probably few in the Empire, in which the population is so densely packed as in Bombay, and the overcrowding, both of localities and buildings, is a standing menace to health, and is especially dangerous on the occasion of any outbreak of sickness of an epidemic character.

2. As long ago as in 1864, Dr. A. H. Leith, in a report on the sanitary state of the Island, recommended that advantage should be taken of the health-giving sea breezes to ventilate the town by opening up avenues, from 80 to 100 feet wide, running from the sea-shore on the west towards the east, and he pointed out that several such avenues might be made with great benefit to health. Similar views were from time to time expressed in annual Municipal Administration Reports. More recently the Extension Committee which reported in 1887 made a series of recommendations for roads in their opinion necessary, "so that the town and island may be traversed with the least possible interruption and that the prevailing winds may sweep freely through the whole fort, town and island."

3. Up to the present, however, hardly any such new roads have been made, and in the densely populated localities where the evil is most serious, nothing has been done except such widening of existing streets as could be effected by the necessarily slow process of "set-backs." The subject has from time to time been discussed, but financial considerations have proved a bar to action and time and the resources of the Corporation have been devoted principally to the important matters of water-supply and drainage.

4. In the meantime the evil has become intensified. Between 30 and 40 per cent. of the population is concentrated in areas forming together between 3 and 4 per cent. of the area of the Island, and the density of the population in these areas is double and in parts more than three times that of the most crowded areas in London. The mortality per thousand of population in these districts from all causes in 1896 varied from 52·15 to 68·09, the rate for the whole City being 40·71. Over a large section of these districts the ground area per

person is under 10 square yards and the overcrowding and consequent air pollution are appalling. The Health Officer records that the six sections of highest mortality are the six most densely populated sections, containing the darkest and dampest buildings, and that five out of the six are the sections of the worst drainage and soil pollution.

It may be added that the improved facilities for communication, especially by sea with the coast ports, has largely increased the visiting population, which is now enormous and tends to greatly intensify overcrowding. At the docks and the native passenger wharf alone over 1¼ millions embark and disembark annually.

5. In the early part of 1896 the overcrowded condition of the City attracted the special attention of His Excellency the Governor, who made a personal inspection of several of the localities and found a condition of things of which any real description would seem incredible.

6. Later on the outbreak of bubonic plague occurred and soon became epidemic. This besides being the cause of a heavy mortality had a disastrous effect on trade and commerce. It was found that the chief condition influencing its occurrence in localities was defective ventilation, the incidence of the disease being greatest in the worst ventilated and most densely populated areas. Overcrowding made inspection, the detection of cases, and the proper application of sanitary remedies almost impossible. The searching investigation into the sanitary conditions which followed brought prominently to notice a very large number of dwellings, which besides being dangerously overcrowded were highly insanitary, being defective in ventilation and so shut in as to be deprived of light and air and in many cases wholly unfit for human habitation.

The Presidency Police for the most part at present receive house-rent allowance and are allowed to make their own arrangements for quarters. These allowances are shared between Government and the Corporation in the proportion of 1 to 3. The European members of the force find the utmost difficulty in securing accommodation and the Natives live in overcrowded tenements in slums where the sanitary conditions are almost as bad as they can possibly be. The force in consequence is not nearly so efficient as it would be if properly distributed and suffers from a very high rate of mortality, and the provision of proper quarters is an urgently necessary city improvement.

7. With a view to effectually remedying these conditions, the Bill provides for the improvement of the City by forming new and altering existing streets, by removing or altering insanitary buildings, by providing open spaces for better ventilation and for recreation, and by constructing new sanitary dwellings for certain classes of the inhabitants of the City and for the Presidency Police.

8. It is found on investigation that it will be possible by suitably aligning the new streets so urgently necessary for the improved ventilation of the densely populated parts of the City, to take up a large proportion of the insanitary dwelling in certain localities as either a part of the street or as frontage lands abutting thereon. The principle of adopting the alignment which will secure this in the largest degree is obviously one that will regulate the conception of projects of this class.

9. These projects, primarily designed, as explained, for the improvement of the ventilation of densely crowded localities, but involving also the acquisition of a large number of insanitary and other dwellings, will displace a considerable portion of the population. To provide for this it is proposed to fill in and lay out by constructing roads, &c., extensive tracts of vacant land to the north of the City including certain Municipal lands, and to provide thereon, either at the expense of the proposed Trust or by private agency or both, improved sanitary *chawls* and dwellings. The lands referred to are situated in the vicinity of the lines of the existing railways and the one proposed by the Port Trustees, and can be also served by extensions of the tramway, so as to possess easy means of communication with both business and industrial centres.

10. During the last twenty-five years a very large area of land in the aggregate has been occupied for building purposes and there has been an enormous development in the provision of dwelling of a superior class. The privately owned frontage at Chaupati, the Hornby Road and the Colaba Causeway frontages, the Mody Bay Imperial Estate, the Mody Bay and Elphinstone Port Trust Estates, the Apollo reclamation, both the frontages on the road leading up Malabar Hill, frontages at Colaba on the Wodehouse Road, and a very large number of sites at Walkeshwar, Cumballa Hill and Breach Candy have all been built over in the period referred to. This activity still continues, and it is remarkable that in a great many instances costly residences are being erected on sites which are undeniably unsuitable,

restricted in area badly situated, and shut in. With these facts in view, it is proposed to lay out certain vacant lands, the property of Government, suitable for the purpose, and to reclaim and lay out such portions of the foreshore on the west side of Colaba Point and at Walkeshwar as can be reclaimed at no great expenditure owing to the natural level being considerably above low-water mark. The sites thus made available will be well adapted for residential purposes and will extend over long reaches of sea front with a westerly aspect, those at Colaba being in proximity to the business centres and those at Walkeshwar being no further removed than the sites recently taken up in such numbers in the same locality. The experience of the Port Trustees has shown that reclamations under such circumstances can be effected at remunerative cost; that sites made available on such reclamations, when properly laid out, command a ready market and are profitable for the investment of captial in building.

11. The draft Bill accordingly makes provision for the future expansion of the City by acquiring and laying out vacant lands and by reclaiming and laying out parts of the foreshore of the Island.

12. Lastly, the Bill provides for the appointment of a Board of Trustees endowed with special powers to carry out the objects of the scheme. The reasons for this proposal are explained in a letter addressed by Government to the Municipal Corporation in the following terms :—

"3. The cost of a scheme of this comprehensive character will be very considerable, and that aspect of the question will, it is apprehended, be regarded by the Corporation as a very serious one. The balance of their borrowing powers will no more than suffice to meet the cost of essential sewerage and storm water drainage schemes, extensions of the water-supply mains and other requirements of a more or less obligatory nature, which are incidental to the sound municipal administration of every large city. A scheme which will effectually remedy the serious evils referred to and render the City immune, as far as is sanitarily possible in these respects, from the devastation of epidemic attacks of disease, is in fact as entirely beyond the financial means of the Corporation as it is outside the range of duties for the discharge of which the provisions of the Bombay Municipal Act have been specifically designed and adapted. The Municipal Executive

admittedly have a sufficiently burdensome task in administering the general affairs of the City, and it is felt that for the measures now in contemplation it is imperative, both for general management and prompt executive action, that there should be a special agency with a separate staff at liberty to devote their entire energies to the particular task before them.

"4. The Governor in Council, I am to say, fully recognizes the success of municipal administration in Bombay, as exemplified, for instance, by the magnificent water-supply works which constitute an achievement of which any city might be proud; but he is of opinion that a scheme of the character now in contemplation, requiring persistent and long-sustained efforts on systematic lines, involving so many varied purposes, with the prospect of an almost infinite number of questions of detail, both in management and execution, and in which, moreover, large proprietary interests of Government will be involved, is essentially one that should be entrusted to a small administrative body, with special powers to raise funds, acquire property and execute the necessary works.

"5. The proposal which most commends itself to the Governor in Council to carry out the scheme, the main features of which are indicated in this letter, is that a Board of Trustees be constituted, on which the Corporation shall be strongly represented. It is intended that this Trust shall, in constitution and powers, very closely follow the lines on which the Port Trust was formed. In practical working that body has most deservedly earned cordial approbation, both official and public, and it may be said that there is a general feeling of confidence in this form of administration. The idea of such a Trust is not, I am to add, a new one, a prominent precedent being the City of Glasgow Improvement Trust, which was constituted for similar purposes, and has been most successful in its results."

The proposal has received the approval of the Municipal Corporation as well as that of the Chamber of Commerce and the Board of Trustees for the Port of Bombay.

13. Part I, (Sections 1 and 2) *Preliminary*, requires no explanation.

14. Part II, (Sections 3 to 24) dealing with the *Constitution of the Board*, follows closely the lines of the Bombay Port Trutst Act, 1879. Section 5 provides for the representation of the Corporation and other interests.

15. Part III, (Sections 25 to 44) dealing with *Duties and Powers*, including the sections relating to land acquisition, follows generally the lines of the English Housing the Working Classes Act. With regard to the acquisition of land or buildings (Sections 42—44), the provisions of the Land Acquisition Act, 1894, have (with a few exceptions noted in Schedule A of the Bill) been made applicable. Sub-section (6) of Section 43 provides for constituting a Tribunal of appeal to perform the functions of the Court under the Land Acquisition Act. Sub-section (7) of the same section of the Bill explains the further matters to be considered in determining compensation, *i.e.*, in addition to the matters set forth in Section 23 (except sub-section (2) of the Land Acquisition Act.

16. Part IV, (Sections 45 to 52) relating to *Borrowing Powers* follows the lines of the City of Bombay Municipal Act and the Port Trust Act, and includes provision for the institution of sinking funds extinguish debts created by raising loans for the purposes of the Act.

17. Part V, (Sections 53 to 62) vests in the proposed Board the several *properties* with which they are to be empowered to deal, and specifies their *liabilities* in respect to such properties. Section 59 (2) (*a*) provides that no interest shall be charged on the capital debt on account of certain areas specified in Part I of Schedule C which are to be reserved as open spaces for recreation. These areas are the absolute property of Her Majesty the Queen Empress and are available for sale in the interests of the tax-payers generally. Any permanent acquisition of these lands for local purposes without consideration would be at the expense of the tax-payers ; but until they are acquired and reserved, there is always a risk of their being appropriated to other purposes. The design is to secure them to the perpetual use of the citizens under the administration of the Trust by an annual payment sufficient to liquidate their capital value in a term of sixty years, but such payment will not begin to be made until the Board accounts show a clear net credit balance.

Provision is made for the resumption by Government and the Corporation, respectively, of any of their lands vested in the Board required for public or for Municipal departmental purposes, respective-

ly, and for the reversion in both cases to the respective owners of all lands on the expiration of the period for which the Board is empowered to lease them.

The Schedules referred to in this Part of the Draft Bill may still require some alteration in respect of items, areas, values and description.

18. Part VI, (Sections 63 to 79) *Revenue and Expenditure*:—Section 63 relates to the sum which the Corporation are to contribute annually to meet the cost of the improvements. The rate of 2 per cent. on the total rateable value has been determined by calculations based on careful estimates of the probable receipts and expenses of the Board extending over a period of twenty-five years, taking into account the provision made in Section 69 (2) for charging any debit balances to capital up to a certain maximum.

Section 69 refers to the disposal of balances and makes equitable provision for a division of profits so soon as the scheme shall become remunerative.

Sections 70—72 provide for a formal guarantee of the several loans to be raised. Constituted and controlled as proposed, the Board will not be in a position to incur liabilities not fully covered by their resources.

Section 79 makes provision for a half-yearly official audit of the accounts and for their due publication.

19. The remaining chapters (VII to X, Sections 80 to 94) deal with the officers and servants of the Board, Bye-laws, Penalties and Miscellaneous provisions. They contain formal provisions which require no separate explanation. They follow generally the lines of the Port Trust Act, 1879.

29th January 1898. SANDHURST.

BOMBAY CHAMBER OF COMMERCE, 10*th February* 1898.

The SECRETARY to GOVERNMENT, Legislative Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your Memorandum No. 34 of the 4th instant, forwarding 30 copies of the City of Bombay Improvement Bill, 1898.

2. The Committee notice, however, that Government have abstained from inviting the opinion or criticisms of the Chamber on the Bill as they usually do on measures of general importance, but having regard to the fact that in their letter No. 5243 of 28th September 1897 they solicited the views and suggestions of the Chamber on the principles of the proposed legislation as set forth in the letter of the Secretary to Government in the General Department, No. 5242 of 1897, to the President of the Municipal Corporation, the Committee conceive that Government will be equally desirous of obtaining the Chamber's views on the details of the measure designed to give those principles effect. Moreover, the objects proposed to be attained by the Bill are so intimately connected with, and calculated to exercise such a powerful influence on the trade of the City, that it is, my Committee venture to think, incumbent on the Chamber to see that in any case its views are before Government when the Bill is being considered by the Select Committee of the Legislative Council.

3. To have accomplished this purpose in a deliberate and exhaustive manner it would undoubtedly have been exceedingly desirable that the Chamber should have had more time at its disposal, as many of the provisions of the Bill, especially as to finance and the relations they constitute between the Municipality and the Board, are of an exceedingly intricate, even contentious, character, and to deal with them adequately would require the collation and assimilation of a mass of information which the Committee of the Chamber would no doubt with ample time at their disposal accomplish, but meantime have not absolutely at hand. They have accordingly been constrained for the time being to pass over these very important features of the proposed enactment, confidently trusting

that they will be adequately dealt with by the Municipality whose officers only have data at their immediate disposal on which exact criticism can be based and a due estimate of the incidence of the measure formed. Should a closer study of the measure, however, induce the Chamber to consider further criticism or suggestions necessary, the Committee will venture to submit their views to H. E. the Governor in Council at a later date in time for their being considered by the Select Committee which doubtless according to precedent will be appointed to consider the Bill.

4. The principle of the Bill and its objects my Committee have not felt themselves at liberty to discuss, these having been fully assented to and affirmed by the Chamber in its letter to Government of 4th October 1897, which said that "agreeing with His Excellency the Governor in Council as to the absolute necessity, in the interests of the City, of expeditious measures on a comprehensive scale being undertaken for the sanitary improvement and expansion of the City, my Committee thoroughly concur that a Trust on the lines suggested will be the best body for working and developing the scheme."

5. The Committee of the Chamber accordingly confine their criticisms and suggestions mainly to the constitution of the Board and such details as in the time available they have felt confident to adequately discuss. These are as follows :—

CHAPTER II.

Section 5.—The Chamber desires to support the application being made by the Bombay Millowners' Association for power to elect a representative on the Board in the same manner as the Bill entitles the Chamber and the Port Trust to do. To the various manufacturing interests repre-

sented by that body, the objects and operations of the Board to be brought into existence by the Bill will be of the utmost importance and concern. The Association is the only body directly representing industries employing capital aggregating approximately ten crores of rupees and paying a large share of the municipal taxation of the Island. Upon these industries quite a fourth of the entire population depend directly or indirectly for their means of livelihood, and the schemes projected by the Board will deal more directly with the housing and home life of this class than with that of all the other communities of the City combined. It is not unlikely, indeed highly probable, that one of the earliest effects of the schemes as projected by the Bill will be a general rise in the wages of the industrial population, so that the interests which the Bombay Millowners' Association represent may find themselves thereby materially affected both in taxation and earnings. But of more importance still, in the opinion of the Committee, is the necessity of at least one representative of the Board being not only familiarly acquainted with the habits and customs of this large section of the community, but with the locality and extent of their living requirements and what they can afford or are likely to pay for them.

Another suggestion in connection with the constitution of the Board the Chamber ventures to submit is that with a view to securing a fair representation of the various constituencies

electing and composing the Corporation, of the four members elected by that body to the Board, only two should be from those elected by the ratepayers as representatives of wards.

Section 7.—The Chamber considers it would be advisable to substitute the "Secretary" for the "Chairman" as the officer of the Chamber to make a return to Government of the name of the person elected from time to time to represent the Chamber on the Board. This is so in the Port Trust Act, the reason being that the former officer is permanent, the office of the latter might be temporarily in abeyance or he might be absent from Bombay at the time of election.

Section 20, *Sub-section* 2 (*a*).—The marginal note to this clause states that an ordinary meeting of the Board should be held "once a fortnight," while the wording of the Bill itself is "once at least in every month." The Committee would prefer to see the former period adopted, as from the number and variety of the subjects to be discussed, there is a probability that work would accumulate during a month to such an extent as either to render the meetings unduly protracted, or prevent the members of the Board being sufficiently in touch with the proceedings.

Section 20, *Sub-section* 3.—The Chamber cannot approve of the Board being authorised to delegate any of their powers to Committees to consist of the Chairman and other Trustees, which might mean not more than three in all. The Committee do not overlook the fact that

the sub-section goes on to say that any Committee so formed shall conform to any instructions given by the Board, but even with this safeguard they would object to a provision which, read in conjunction with the four following sub-sections of the Bill, evidently contemplates the entire business of the Board being carried on by a series of Sub-Committees, leaving the full Board merely supervisory powers. The Chamber is aware that the Port Trust Act contains an identical clause, but the nature of the business transacted by the Port Trustees lends itself more to that mode of working; moreover rules have been framed under that Act defining and restricting the proceedings of Committees. The Chamber would accordingly suggest that the first three lines of the sub-section should be altered to read: "The Board may appoint any Committees."

Section 21.—The latter part of this section referring to contracts exceeding rupees one thousand in value does not appear to require that such contracts should be approved by the Board. This the Committee deem desirable, and they would, therefore, suggest that after the words "in writing" in the twelfth line "and approved by the Board" be inserted.

CHAPTER III.

Section 25 (*a*).—To be in conformity with the first portion of this clause, the Committee suggest that the words "or are likely to be" should be inserted before the word "unfit" in the third line.

Section 26, *Sub-section* 2 (*a*).—Having regard to the heavy additional duties and responsibilities which, through the provisions of this part of the Bill, will devolve on the Municipal Executive Health Officer, the Chamber is of opinion that that officer should be appointed by Government solely, and not as at present elected by the Municipality and merely approved by Government. The Municipal Commissioner is no doubt the officer upon whose representation the Board is to take cognisance of the unhealthiness or unfitness for habitation of any particular place or area. But he will necessarily depend for his information on the Health Officer, who will thus be the real motive power in dealing with the insanitary places and conditions of the City; and if, therefore, the Bill is to be the means of accomplishing what is hoped of it, this particular officer obviously should be a man without local fear or prejudice, and whose pay and preferment should be entirely outside the sphere of municipal influence.

Sections 35 *to* 37 deal with reclamation schemes. And to the powers given thereunder, if reclamation is to form one of the duties of the Board, the Chamber has no wish to object. It may indeed be necessary, in connection with schemes of another character, to execute some small pieces of reclamation at different points. But having regard to the leading objects of the Bill —the objects, in fact, which the Chamber considers commend it to the approval of the public —namely, the abolition of overcrowding and

over-population with their concomitant insanitary conditions as they now exist in some parts of the City, my Committee think it unlikely that reclamation on an extensive scale can be either necessary or advisable. The places where reclamations are likely to be undertaken are, as indicated in the Statement of Objects and Reasons, the foreshores of Colaba and Walkeshwar. These are parts of the Island which cannot by any possibility be made available for dwellings for the poorer classes of inhabitants, and indeed could only be utilised for Government purposes or for habitations suitable for people sufficiently well to do to be able to live in any quarter they may elect. Until, therefore, the numerous tracts of land still available for building purposes nearer the centre of the town where labouring people are desirous of accommodation, and in the direction of which the extension of the City must necessarily proceed, the Committee consider that the most stringent safeguards should be insisted upon before reclamation schemes can be carried into effect. Certain reclamations effected by the Port Trustees have no doubt proved remunerative in character, but these have been carried out under special circumstances and conditions, and with certain facilities which do not exist elsewhere and cannot therefore be depended upon as safe guides for schemes of reclamation generally.—I have, &c.,

R. H. MACAULAY, Chairman.
JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 23*rd February* 1898.

The SECRETARY to GOVERNMENT, Legislative Department, Bombay.

SIR,—In continuation of my letter of the 10th instant, I am now directed to submit the following further observations and criticisms on the City of Bombay Improvement Bill, and to ask you to be good enough to place them before the Select Committee of the Legislative Council.

2. In their previous report the Committee of the Chamber were able in the Bill itself to find sufficient basis on which to consider and criticise the first three chapters of the measure embracing the objects of the Trust, the constitution of the Board, its duties and powers. But for the purpose of considering the remaining six chapters, more specially IV, V and VI, embodying the financial conditions of the Bill, they find that without preliminary figures to go upon anything like thorough comprehension or helpful criticism of the proposed enactment is impossible. In Clause 18 of the Statement of Objects and Reasons it is stated that "The rate of 2 per cent. on the total rateable "value has been determined by calculations *based on careful* "*estimates of the probable* receipts and expenses of the "Board extending over a period of twenty-five years, "taking into account the provision made in Section 69 (2) "for charging any debit balances to Capital up to a certain "maximum."

3. With equal means of judging at their disposal it is quite possible that the Committee would have found themselves in a position to endorse this opinion, but without a single original figure to guide them the Committee are constrained to confess that no amount of care and study expended on the provisions of the Bill alone can result in even an approximate estimate as to how far, and with

what prospect of profit or loss, the financial dispositions and appropriations will enable the Board to carry out the sanitary regeneration of the City—admittedly the ultimate object in view. The one factor in the account which can be approximately ascertained is the 2 per cent. on the total rateable value of the properties in the City to be levied and contributed by the Corporation, but how with this and the borrowing powers placed at their disposal the Board are to carry through the extensive schemes foreshadowed to financial success, there is nothing whatever to show. On reclamation schemes as an important source of profit the Committee look with some misgivings, and improved sanitary dwellings for the poorer classes, it is much to be feared, are not likely to yield a profit on cost of erection. Of the other sources of income, therefore, it would have been reassuring and calculated to command public confidence and support had some estimate been framed and attached to the Bill. In its absence my Committee can only trust that the safeguards against the undue borrowing or expenditure of money which the Bill undoubtedly contains, will prove effective, although their existence and due observance must of necessity render the operations of the Board much more cumbersome and dilatory than the promoters of the Bill appear to anticipate.

Chapter IV.

To the borrowing powers conferred on the Board by this chapter the Chamber sees no reason to object, and the only suggestion I am directed to make is that in Section 48 it should be made clear whether the Board are, or are not, to be authorized to invest money belonging to the sinking fund in their own debentures. Public securities might be held to include these, but it would be advisable to have the specific authorization inserted.

CHAPTER V.

Section 53.—In connection with this section the Chamber would recommend that the schedules attached to the Bill should be carefully considered with a view to revision. In my Committee's opinion there are some spaces reserved under Part I of Schedule C—as, for instance, the plot No. 4 south of the Secretariat—which the Committee see no special advantage in retaining as open spaces. On the other hand, plot No. 6 in Schedule C, Part II, "the Crescent Site," is one which they consider would be much more advantageously retained as an open space.

Section 54.—The Chamber observes that while provision is made in this section for all other properties handed over to the Trust reverting to Government and the Corporation as the case may be under certain contingencies, nothing is said about the ground appropriated by Part I of Schedule C. Under the section quoted—read in conjunction with the Statement of Objects and Reasons—it is obviously the intention to acquire and maintain these open spaces for the benefit of the City for all time, but it seems to my Committee that some provision should be made as to what body the properties are to be vested in after the termination of the Trust.

According to the Committee's reading of this section, when the properties in Part II of Schedule C in Schedule D and of the lands reclaimed within the limits of Schedule E fall to be invested in Government or the Corporation, respectively, the valuation to be attached thereto—and for which the Board are to receive credit—is not intended to include the value of any improvements directly or indirectly resulting from the operations of the Board. These the Committee think should be duly allowed for, if not as provided in Section 58 in the case of lands appropriated by the Board in making an open space or forming a street, at

least by adding to the amount of the capital debt of the Board to be extinguished on the cost of such improvements.

Chapter VI.

Section 63 (2).—It appears to the Chamber that the mode in which the contributions from the Corporation to the Board are to be made is rendered unnecessarily complex by the language of this sub-section and its subsidiary clauses. A careful study of the terms and an intimate knowledge of the various accounts and items of taxation and collection may enable the officers of the Corporation and the Board respectively to work out the requisite debits and credits with accuracy, but instead of the cumbrous and somewhat misleading phrase of "two instalments," it seems to my Committee that the desired meaning would have been much more intelligibly and tersely expressed by simply stating that the contribution to be paid by the Corporation should be 2 per cent. on the total rateable values payable on 1st April *plus* certain additions and *minus* certain deductions, to be ascertained on 1st October following. In any case it would tend materially to prevent future complications or misunderstandings if an example of the account in detail were appended as a schedule to the Bill in the same way as forms of balance sheets are exemplified in the Joint Stock Companies Act. If the existing wording of the section be maintained, the Committee think the meaning would be rendered clearer if instead of Clauses (2) (*a*) and (*b*), respectively, the words "to the credit of the Board shall be set" and "to the debit of the Board shall be set" were substituted.

Section 69 (2).—The word "expenditure" used in line 23 of this sub-section is, the Chamber thinks, ambiguous, and leaves it in doubt as to whether money actually expended—which is the real meaning of expenditure—is meant

or the entire expenditure *plus* the liability originally taken over under Section 59.

Section 69 (3) (*a*).—The Committee are of opinion that the first appropriation of profits after the tenth year instead of going to pay for the value *plus* interest of the lands handed over under Part I of Schedule C, should be devoted to repayment to the Corporation, leaving the open spaces to be paid for and acquired afterwards.—I have, &c.,

R. H. MACAULAY, Chairman.
JOHN MARSHALL, Secretary.

No. 4993 of 1898.

General Department,
Bombay Castle, *7th September* 1898.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—I am directed to invite your attention to Government Notification No. 4992 * dated the 7th September 1898, and to point out that under the provisions of Section 11 of the City of Bombay Improvement Act, 1898, the representatives of the Chamber on the Board of Trustees should be elected not later than the 24th October next, *i.e.*, a fortnight before the date fixed in the Notification.—I have, &c.,

R. B. STEWART, Acting Secretary to Government.

Bombay Chamber of Commerce, 19*th October* 1898.

The Secretary to Government, General Department, Bombay.

Sir,—With reference to your letter No. 4993 of the 7th ultimo, I am directed to hand you a return showing the name of the gentleman elected to represent the Chamber on the Board of Trustees under the provisions of the City of Bombay Improvement Act, 1898.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

---

* Notification referred to :—

"Under Section 10 of the City of Bombay Improvement Act, 1898, H. E. the Governor in Council has been pleased to fix the 9th November 1898 as the date from which the terms of office of the first nominated and elected Trustees shall commence."

Return showing the name of the gentleman elected to represent the Bombay Chamber of Commerce on the Board of Trustees under the provisions of the City of Bombay Improvement Act, 1898 :—

Date of Election.	Name of gentleman elected.
1898. October 19th	The Hon'ble Mr. R. H. Macaulay (Messrs. Wallace & Co.)

FREDERICK NOEL PATON, Secretary,
Bombay Chamber of Commerce.

19*th October* 1898.

No. 6074-A of 1898.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 4*th November* 1898.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of the 19th ultimo, I am directed to forward herewith, for the information of the Chamber of Commerce, a copy of Government Resolution No. 6074 of this day's date.—I have, &c.,

R. B. STEWART, Acting Secretary to Government.

No. 6074.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 4*th November* 1898.

Government letter No. 4993 of September 7th, 1898, to the President of the Municipal Corporation, Bombay, the Secretary of the Chamber of Commerce, the Secretary of the Port Trustees, and the Secretary of the Millowners' Association—

Inviting attention to Government Notification No. 4992, dated the 7th idem, and pointing out that under the provisions of Section 11 of the City of Bombay Improvement Act, 1898, their respective representatives on the Board of Trustees should be elected not later than 24th October 1898.

Letter from the President of the Municipal Corporation, Bombay, No. 6026 of the 3rd October 1898—

Reporting, in reply to Government letter No. 4993, that the following gentlemen have been elected Trustees by the Corporation :—

The Honourable Mr. Bhalchandra Krishna Bhatavadekar, L.M.
Mr. Dinsha Edalji Wacha.
Mr. Ibrahim Rahimtoola.
Mr. Accacio Gabriel Viegas, L. M. & S.

Letter, dated the 17th October 1898, from the Secretary of the Millowners' Association—

Reporting, in reply to Government letter No. 4993, dated the 7th September 1898, that Mr. Sassoon J. David has been elected a Trustee by the Association.

Letter No. 4447, dated the 18th October 1898, from the Secretary of the Port Trustees—

Reporting, in reply to Government letter No. 4993, dated the 7th September 1898, that the Honourable Mr. C. T. Burke, B.E., M. Inst. C.E., has been elected by the Trustees of the Port of Bombay to be a member of the Board of "the Trustees for the Improvement of the City of Bombay."

Letter, dated the 19th October 1898, from the Secretary of the Chamber of Commerce—

Reporting, in reply to Government letter No. 4993, dated the 7th September 1898, that the Honourable Mr. R. H. Macaulay has been elected a Trustee by the Chamber.

RESOLUTION.—The following Notification should be published in the *Bombay Government Gazette* :—

"Upon returns made under Section 7 of the City of Bombay Improvement Act, 1898 by the President of the Bombay Municipal Corporation, the Secretary of the Chamber of Commerce, the Secretary of the Port Trustees and the Secretary of the Millowners' Association, it is hereby notified that the following gentlemen have been elected Trustees under the said Act :—

By the Corporation.

The Honourable Mr. Bhalchandra Krishna Bhatavadekar, L.M.
Mr. Dinsha Edalji Wacha.
Mr. Ibrahim Rahimtoola.
Mr. Accacio Gabriel Viegas, L.M. & S.

By the Chamber of Commerce.

The Honourable Mr. R. H. Macaulay.

By the Port Trustees.

The Honourable Mr. C. T. Burke, B.E., M. Inst. C.E.

By the Millowners' Association.

Mr. Sassoon J. David.

"Under Section 9 of the said Act the following gentlemen are appointed by Government as nominated Trustees :—

Mr. G. A. Anderson,
Mr. T. Blaney, C.I.E.,
Mr. P. B. Savile,

and Mr. W. C. Hughes, M. Inst. C.E., is appointed Chairman of the Board."

2. The Board of Trustees as fully constituted will, therefore, consist of the following gentlemen :—

Chairman.

Mr. W. C. Hughes, M. Inst. C.E.

Ex-officio Trustees.

The General Officer Commanding Bombay District.
The Collector of Land Revenue, Customs and Opium, Bombay.
The Municipal Commissioner for the City of Bombay.

Elected Trustees.

The Honourable Mr. Bhalchandra Krishna Bhatavadekar, L.M.
Mr. Dinsha Edalji Wacha.
Mr. Ibrahim Rahimtoola.
Mr. Accacio Gabriel Viegas, L.M. & S.
The Honourable Mr. R. H. Macaulay.
The Honourable Mr. C. T. Burke, B.E., M. Inst. C.E.
Mr. Sassoon J. David.

Nominated Trustees.

Mr. G. A. Anderson.
Mr. T. Blaney, C.I.E.
Mr. P. B. Savile.

R. B. STEWART, Acting Secretary to Government.

NOTE.—The City of Bombay Improvement Act, 1898, was published in the Bombay "Government Gazette" (Part IV) dated Tuesday, 30th August 1898.

APPENDIX G.

BILL TO AMEND THE LAW RELATING TO ARBITRATION.

No. 6797 OF 1898.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 10*th October* 1898.

From C. G. H. FAWCETT, Esq., I.C.S., Under-Secretary to Government, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward to you the accompanying copy of a Bill (introduced into the Council of the Governor General of India) to amend the law relating to Arbitration together with a copy of the Statement of Objects and Reasons, and to state that the Governor in Council will be glad to receive by the 15th November 1898, an expression of the opinion of the Bombay Chamber of Commerce on the provisions of the Bill.—I have, &c.,

C. FAWCETT, Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

This Bill has been drawn on the lines of the English Arbitration Act of 1889, and is the outcome of certain representations received from the Chambers of Commerce at Rangoon, Karachi and Cawnpore. The proposal thus made has been circulated for opinion and has elicited very general support, including that of the Bengal, Madras and Bombay Chambers of Commerce, the Bengal National Chamber of Commerce and the British Indian Association.

2. The case for legislation is based upon the inadequacy of the existing law. The provisions on the subject, which are now to be found in the Contract and Specific Relief Acts, amount to this, that, if a person who has contracted to refer to arbitration any dispute that may arise between him and another, refuses to do so, his contract will be a bar to his afterwards bringing a suit in respect of the matter which he originally agreed so to refer. These provisions are, however, of a negative kind and ineffective in practice, for the recusant party has, as a rule, only to remain inactive in order to be beyond the reach

of the other party. The Code of Civil Procedure, no doubt, aims at what is required, but the sections in point are defective in that—

(1) they have been held to apply only to disputes which have arisen at the time of the agreement to refer, and not to disputes which may arise in the future ; and

(2) they require the agreement to refer either to name the particular arbitrator or to leave the Court to appoint one.

3. The first of these defects has been to some extent removed by the recent Full Bench ruling of the Bombay High Court in the case of *Fazulbhoy Mehrali Chinoy* v. *The Bombay and Persia Steam Navigation Company, Limited*, I. L. R. 20 Bom. 232, in which it was held that the Code *does* apply to future disputes. But the second defect remains, with the result that the case of an agreement to refer, for example, " to the arbitration of a person to be nominated by the Bengal Chamber of Commerce," is apparently unprovided for. Moreover, it is uncertain whether the other High Courts will follow the Bombay Judges, while the ruling of the latter itself shows that the provisions of Chapter XXXVII of the Code which it is proposed to supersede, require revision in view of the many conflicting decisions regarding them which are to be found in the Law Reports.

4. The measure is drawn so as to apply in the first instance to the Presidency towns alone and to be capable of further extension should that be deemed desirable.

The 31st August, 1898. M. D. CHALMERS.

BOMBAY CHAMBER OF COMMERCE, 11*th November* 1898.

C. G. H. FAWCETT, Esq., I.C.S., Under Secretary to Government, Judicial Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 6797 of the 10th ultimo, forwarding a copy of the Bill to amend the law relating to Arbitration, with Statement of Objects and Reasons, and requesting to be furnished with the opinion of the Bombay Chamber of Commerce on the provisions of the proposed measure.

2. The Bill having received the careful consideration of the Committee, I am directed to submit the following criticisms thereon :—

Section 2.—The Chamber considers it desirable to extend the operation of the proposed Act, so as to

include (besides claims that could be sued on in a Presidency town) claims arising out of agreements in writing in which arbitration is agreed to, and it is provided that this Act shall apply, or agreements made subject to any rules (*e.g.*, Trade Associations) which provide for arbitration, and also that this Act shall apply.

Because contracts which do not themselves specifically provide for arbitration are stated to be made subject to rules which provide for arbitration in certain cases.

Section 4 seems open to the objection that it precludes utilization of the machinery of the Court of Small Causes in a Presidency town, and would so entail heavy expenditure on each occasion when an application had to be made to the Court. The Chamber would therefore recommend that " the Court," as to all matters of arbitration the claim or award in which does not exceed Rs. 2,000 shall mean the Court of Small Causes.

Section 7.—The Chamber would recommend that after the words " by a person " should be inserted the words " or body."

Section 8.—This section lays down that under conditions specified " any party may serve the other parties or the arbitrators, as the case may be, with a written notice to appoint an arbitrator, umpire or third arbitrator." But this provision throws upon the party who desires arbitration the obligation of calling upon the other who may be recalcitrant to appoint an arbitrator, and confers on the said recalcitrant party the advantage of making the appointment.

Section 11 (1)—The Chamber would suggest that the words " they shall sign it and at the request of any party thereto " should be amended by the insertion of the words " and cost " after " request."

Section 13.—The Chamber is of opinion that it would be expedient to specify in this section, as in Section 520 of the Civil Procedure Code, the conditions of incompleteness, irrelevance, ambiguity or illegality under which the Court should have power to remit an award to the reconsideration of the arbitrators or umpire.

Section 14.—Under the section in question it would, the Chamber considers, be perfectly possible that a fraudulent award might be filed, and be so given all the effect of a decree. It would therefore suggest that with a view to greater security, Section 522 of the Civil Procedure Code be reproduced in the Act, and that the conversion of an award into a decree should be made subject to the provisions of the said Code.

3. The Chamber desires to point out that there is in the Bill no clause corresponding to Section 4 of the English Arbitration Act, 1889, which section provides that if one party to a submission commences proceedings against the other party in respect of matters agreed to be referred, the Court shall have discretionary power to stay proceedings and relegate the parties to their rights under the submission. Otherwise, one party who had succeeded in forestalling his opponent and getting his suit on the file before being definitely called upon to arbitrate, might render Section 5 nugatory and evade arbitration, notwithstanding the prior existence of the submisson.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX H.

INDIAN PORTS ACT.

ACCOMPANIMENTS TO THE LETTER* FROM THE BOMBAY GOVERNMENT TO THE GOVERNMENT OF INDIA, No. 944, DATED 15TH FEBRUARY 1898.

No. 4298.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 21*st September* 1897.

To the SECRETARY to GOVERNMENT, General Department.

SIR,—With reference to Government Resolution, No. 4435, dated 16th ultimo, I am directed to submit herewith Trustees' Resolution No. 283 in which is set forth the only suggestion the Trustees have to make regarding the proposed amendment of the Indian Ports Act.—I have, &c.,

F. G. DUMAYNE, Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLARD ROAD.

Excerpt from the Proceedings of a Meeting of the Trustees of the Port of Bombay, held on the 16th September 1897.

3. Submitted Government Resolution, General Department, No. 4435, dated 16th August 1897, forwarding, for the opinion of the Trustees, a copy of a letter from the Government of India, No. 1857, dated 21st July 1897, and accompaniment, on the subject of the amendment of the Indian Ports Act, 1889, with reference to the examination of infected vessels, their passengers and crew and cargo, and the establishment of sanitaria.

The papers having been circulated were not read.

Read Trustees' minutes thereon.

Resolution No. 283.—The proposals seem suitable. The only suggestion the Trustees have to make is as to (p) (1) (ii) that it should run: "there is, or during the voyage at the end or in the course of which he arrives at any such port there has been, disease or sickness on board his vessel, *or when in case of cargo boats there has been disease or sickness on board during transport of cargo.*"

* Published in Chamber's Report for 1897, pp. 349-50.

The addition of these words would specially meet the case of infected cargo on an undecked boat not carrying passengers, nor on a voyage, and conveying exposed goods in the harbour. As the sentence runs, there is no provision for such a case. Provision seems necessary as the crews of such cargo-boats live in them with the cargo exposed to pollution.

True Excerpt.
F. G. DUMAYNE, Secretary.

No. 4569 OF 1897.

BOMBAY, 29*th September* 1897.

From Sir JAMES MACNAB CAMPBELL, K.C.I.E., I.C.S., Acting Commissioner of Customs, Salt, Opium and Abkari, to the SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—With reference to Government Resolution No. 4435, dated the 16th ultimo, I have the honour to submit herewith copies of the marginally noted reports from the Collector of Land Revenue, Customs and Opium and the Health Officer of the Port of Bombay. I concur with them that the proposal of the Government of India are suitable subject to the following observations.

No. C—15823, dated 13th September 1897, from the Collector of Land Revenue, Customs and Opium.
No. 895 of 2nd September 1897 and No. 989 of 22nd idem, from the Health Officer of the Port of Bombay.

2. The Collector proposes that to meet the case of infected cargo on an undecked boat not carrying passengers, nor on a voyage, and conveying exposed goods in the harbour, the following addition should be made to the proposed (i) (ii) of clause (*p*) of sub-section (1) of Section 6 of the Ports Act :—" Or when in case of cargo boats there has been disease or sickness on board during transport of cargo."

3. Dr. MacCartie is of opinion that the Collector's proposed addition is already provided in the Government of India's draft. I venture to think that the point seems doubtful and to make it clear I would support Mr. Kennedy's proposal.

4. The Government of India in paragraph 5 of their letter No 1857 of the 21st July 1897 ask the specific opinion of the Government of Bombay, whether it is not necessary to authorise special rules for dealing with the cargo of undecked native coasting sloops. I agree with Dr. MacCartie that the rules should give power for its destruc-

tion when necessary and would draw attention to remark (*f*) of Dr. Monks's No. 237, dated the 23rd July 1895, attached to the Government Resolution under reference.—I have, &c.,

J. M. CAMPBELL,
Acting Commissioner of Customs, Salt, Opium and Abkari.

No. C—15823 OF 1897.

BOMBAY CUSTOM HOUSE, *13th September* 1897.

To the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI.

SIR,—I have the honour to report in compliance with your No 4015 of 26th August 1897.

2. The proposals seem suitable.

3. The only suggestion I have to make is as to (p) (I) (ii) of the proposed law. I would suggest that it should run "there is, or during the voyage at the end or in the course of which he arrives at any such port, there has been disease or sickness on board his vessel, *or when in the case of cargo boats there has been disease or sickness on board during transport of cargo.*"

4. This addition would specially meet the case of infected cargo on an undecked boat not carrying passengers, nor on a voyage, and conveying exposed goods in the harbour. As the sentence runs, there seems no provision to meet such cases. Provision is necessary as the crews in such vessels live in them, with the cargo exposed to pollution; and it seems advisable that Government should be able to pass orders to prevent infection.—I have, &c.,

R. M. KENNEDY,
Collector of Land Revenue, Customs and Opium.

No. 895 OF 1897.

BOMBAY PORT HEALTH OFFICE,
TOWN CUSTOMS HOUSE, *2nd September* 1897.

To Sir J. CAMPBELL, K.C.I.E., Commissioner of Customs, Bombay.

SIR,—In reply to your letter No. 4016, dated 26th ultimo, I have the honour to state that the proposals made by the Government of India for the amendment of clause (*p*) of sub-section (1) of Section 6 of

the Indian Ports Act, 1889, seem to me to sufficiently meet the requirements of this Port.—I have, &c.,

F. F. MacCARTIE, M.B., Surgeon-Major,
Health Officer of the Port.

P. S.—The question raised as to dealing with the cargo of undecked sloops, (paragraph 5 of Government of India's letter 1857, dated 21st July 1897) escaped my notice at first. This sort of cargo is, as the Government of India point out, peculiarly liable to contamination, and the rules should, in my opinion, give power for its destruction when necessary. It was in connection with cargo of this nature that attention was originally directed to the want of sufficient power in the Medical Inspection Rules. The incident is mentioned in remarks (*f*) of Dr. Monks's letter No. 237, dated 23rd July 1895.

F. F. MacCARTIE, M.B., Surgeon-Major,
Health Officer of the Port.

No. 989 OF 1897.

BOMBAY PORT HEALTH OFFICE,
TOWN CUSTOMS HOUSE, 22*nd September* 1897.

To Sir JAMES CAMPBELL, K.C.I.E., Commissioner of Customs, Bombay.

SIR,—In accordance with your endorsement No. 4432, dated 20th instant, I have the honour to state that, as it appears to me, Mr. Kennedy's proposed addition to clause (*p*) (1) (ii) seems already provided for in the draft forwarded under Government of India's letter No. 1857, dated 21st July 1897.

2. Should, however, I be wrong in this opinion, the harbour cargo boats referred to by Mr. Kennedy might be included in the class of vessel referred to by the Government of India in paragraph 5 of their letter, *viz.*, "undecked native coasting sloops."

3. There can be no doubt that powers are necessary to deal with certain infected cargo, on undecked harbour boats, which cannot be disinfected, *e.g.*, food stuffs; and, as I understand, the Government of India are willing to give the necessary power to destroy infected cargo in the case of coasting sloops; I would then suggest that if Mr. Kennedy's view is the correct one, the Government of India be now asked to include harbour cargo boats in the class referred to in paragraph 5 of their letter "undecked coasting sloops."—I have, &c.,

F. F. MacCARTIE, M.B., Surgeon-Major,
Health Officer of the Port.

No. 5571 OF 1897.

MEMORANDUM :

GENERAL DEPARTMENT.

COMMISSIONER'S OFFICE, KARACHI, *4th December* 1897.

The Commissioner in Sind presents compliments and, with reference to Government Resolution No. 4445, dated 16th August last, has the honour to state that his *locum tenens*, through the Collector of Karachi, invited the opinion of the Chamber of Commerce and the Karachi Port Trust on the proposed amendment of clause (p) of sub-section (1) of Section 6 of the Indian Ports Act, X of 1889, for the purposes of the Rules for the medical inspection of vessels. The Chamber of Commerce states :—

"In the opinion of the Chamber no cargo carried below decks can, in ordinary circumstances, become affected by disease amongst the passengers carried by the vessels and therefore powers to destroy such cargo should not be given to the Health Officers. The Chamber, however, concur with the Government of India in holding that, under certain conditions, cargo carried on deck or in open crafts might be susceptible of contamination and that it may be desirable to give powers in special cases to condemn such goods as may be clearly proved to be dangerous to public health."

The Chairman, Karachi Port Trust, states that the "Board approve of the amendment."

2. The Commissioner agrees, and would suggest also the following amendments :—The first line of the proposed Section (p) (1) should run :—

"For regulating the action to be taken by a Master *on arriving within signalling distance of or in any such port.*"

The object is to prevent an infected vessel coming further *into* the Port, or amongst the Shipping till the Health Officer approves and until she has been inspected.

3. Clause 4—The words "regulation of places" are too vague. Unless expressly stated, the clause as it stands would not empower the Port authorities to enforce *segregation* as that means interference with the liberty of the subject.

The clause might run—

"4. for the removal from vessels and the segregation of persons who are or have recently been suffering from any disease which may have

been declared for the purposes of this Act to be dangerous to life, *and of any persons who are or have been in the course of the voyage in immediate contact with such persons.*"

" 5. for the establishment and regulation of places to be used as sanitaria for the purposes of sub-clause (4)."

4. *Segregation* could then be made compulsory and a mandatory rule framed for disobedience of which Section 54 should provide a penalty. Otherwise whatever construction be placed on the words " regulation of places," the Courts will certainly not read into them the power of compulsory segregation (see the instance quoted at page 87 of Cumming's edition of the District Municipal Act).

H. E. M. JAMES, Commissioner in Sind.

No. 5629 OF 1897.

MEMORANDUM :

GENERAL DEPARTMENT.

COMMISSIONER'S OFFICE ON THE INDUS, *8th December* 1897.

The Commissioner in Sind presents compliments and has the honour to request that the following addition may be made at the end of his No. 5571, dated 4th instant, regarding the proposed amendment of the Ports Act, which was omitted from the fair copy through oversight.

"Sub-clause (7) would then be unnecessary."

H. E. M. JAMES, Commissioner in Sind.

No. $\frac{143}{G}$ OF 1898.

MARINE DEPARTMENT,

BOMBAY CASTLE, 11*th July* 1898.

From the SECRETARY to GOVERNMENT to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith, for the information of your Chamber, copy of the Proceedings of the Government of Madras leading to the issue of a notification applying Article 7 (3) of the Regulations for preventing collisions at Sea to all vessels of 20 to 100 tons plying within the limits of certain prescribed places.—I have, &c.,

A. C. LOGAN,

Acting Secretary to Government.

GOVERNMENT OF MADRAS.
MARINE DEPARTMENT.

READ—the following paper :—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, to the Secretary to Government, Marine Department, dated Madras, 26th May 1898, No. 498/190 G.

With reference to G. O. No. 341, Marine, dated 5th May 1898, I have the honour to forward herewith, for the approval of Government, the draft notification therein called for.

ORDER—No. 485, Marine, dated 13th June 1898.

The draft notification as amended, is approved and will be published in the Fort St. George and Maritime District Gazettes :

NOTIFICATION.

In exercise of the powers conferred by section 6 (*m*) of the Indian Ports Act X of 1889, His Excellency the Governor in Council is pleased to make the following rules which are now published for the information of the public and will be brought into force from the 1st July 1898 :—

(1) Article 7 (3) of the Regulations for preventing collisions at sea shall apply to all vessels of 20 to 100 tons gross tonnage, both inclusive, while engaged in the navigation of or plying within the limits of the Madras harbour, Cocanada river, and inside the bar at Cuddalore, Negapatam, Cochin, Beypore, Mangalore and such other places as may be included in the terms Harbour, River or Inland waters.

(2) The lantern and glasses to be of a pattern to be approved of by the Inspector of Lights at each place.

(True Extract.)

W. B. DEWINTON, Secretary to Government.

APPENDIX I.

BILL TO AMEND THE LAW RELATING TO CARRIERS.

No. 273 OF 1898.

MARINE DEPARTMENT.
BOMBAY CASTLE, *25th November* 1898.

From R. B. STEWART, Esq., I.C.S., Acting Secretary to Government, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith copy of a Bill to amend the Law relating to carriers, with the Statement of Objects and Reasons, and to request that you will have the goodness to favour Government by the 20th December next, with the opinion of the Chamber on the provisions of the Bill.—I have, &c

J. M ANTIA,
For Acting Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

This Bill proposes to add to the Carriers Act, 1865 (III of 1865), a section providing that no suit shall be instituted against a common carrier for loss, damage or non-delivery of goods entrusted to him for carriage unless notice has been given to him before the institution of the suit and within six months of the time when the loss, damage or non-delivery came to the knowledge of the plaintiff. It further proposes to amend the second schedule to the Indian Limitation Act 1877 (XV of 1877), so as to reduce the period of limitation for the institution of such a suit from two years to one year from the time when the loss or injury complained of occurred.

2. The measure is the outcome of representations which have from time to time been made by certain River Steamer Companies and have formed the subject of prolonged consideration on the part of the Secretary of State, the Government of India and Local Governments. These Companies have for several years past been pressing to be relieved from some of the liabilities which fall upon them as common carriers. At the outset the chief cause of complaint lay in the fact

that steam-boats belonging to railways had by section 81 of the Indian Railways Act, 1890 (IX of 1890), been exempted from the obligations imposed by the Carriers Act, 1865 ; but this has been removed through the repeal, by Act IX of 1896, of the special provision in question. There remains, however, a further grievance which, in the opinion of the Government of India, calls for a remedy. The onus of proving the absence of negligence or of criminal conduct is, by section 9 of the Act of 1865, laid upon the carrier ; and it seems unreasonable that persons in the position of these Companies should be liable to meet claims preferred, it may be, two years after the occurrence of the cause of action, when it is difficult, if not impossible, for them to defend themselves with the necessary evidence, consisting in the main, as it must, of the statements of the crew, who never make engagements for so long a period. It would not be right to legislate in favour of River Steamer Companies only, and it has, therefore, been decided to require that notice be given within a reasonable time of the intention to bring a suit against *any* carrier, and that the period of limitation in such cases should be reduced. As to the amount of the notice and the extent of the reduction there has been some difference of opinion ; but the Government of India have, after giving their best consideration to the matter, arrived at the conclusion that notice should be given within six months, and that the period of limitation should be fixed at one year, instead of at two years.

3. These proposals will not meet all the demands made by the Companies referred to ; but the Government of India think that they will remove all just cause of complaint on their part.

The 22nd October, 1898. M. D. CHALMERS.

BOMBAY CHAMBER OF COMMERCE, 1*st December* 1898.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 273 of the 25th ultimo, together with a copy of the Bill to amend the law relating to Carriers, and to say that the Committee of the Chamber approve of the proposed measure.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX J.

BILL TO CONSOLIDATE AND AMEND THE LAW RELATING TO GLANDERS AND FARCY.

No. 7268 OF 1898.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 12*th November* 1898.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward a copy of the Bill to consolidate and amend the law relating to Glanders and Farcy with Statement of Objects and Reasons, and to request that you will be so good as to favour Government with any remarks the Chamber may wish to make on the provisions of the Bill.—I have, &c.,

H. S. LAWRENCE,
Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

Sections 5 and 6 of the Glanders and Farcy Act, 1879 (XX of 1879), as interpreted by the Courts, merely empower an Inspector appointed under that Act to enter and search, with a view to seizure, any building or place in which, from personal knowledge or information taken down in writing, he has reason to believe that there is a horse affected with glanders or farcy. They give such an officer no power to visit places, such as livery stables, for the purpose of ascertaining whether there is therein any animal which is so diseased and ought, in the public interests, to be seized and destroyed. The main object of the legislation now proposed—see clauses 5 and 6 of the Bill—is to remove this defect in the law.

2. The expediency of making the Act capable of application, like the Bengal Contagious Diseases (Animals) Act, 1880 (Ben. Act VIII of 1880), to diseases among horses, other than glanders or farcy, has at the same time been brought to the notice of the Government of India, and a wider meaning has, in consequence, been given to the word "diseased" by clause 2 (1) of the Bill.

3. These changes involve certain other ancillary amendments in the Act of 1879. Thus, section 8 is imperative as to the immediate destruction of a horse affected with glanders or farcy; but this is not necessary in the case of, say, anthrax, to which the law may hereafter be extended, and clause 8 of the Bill has, therefore, been drawn in a modified form. Again, section 12 must cease to penalize entry or search without reasonable ground of suspicion, and the corresponding clause now proposed has been altered accordingly. Finally, the Act has already been more or less substantially amended by Acts XII of 1891 and XV of 1896, and, in these circumstances, it has been deemed desirable to repeal the whole and to re-enact it with the necessary alterations. The measure has thus taken the form of "a Bill to consolidate and amend the law relating to glanders and farcy."

The 28th October 1898. C. M. RIVAZ.

BOMBAY CHAMBER OF COMMERCE, *24th November* 1898.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 7268 of the 12th instant, and in reply to say that the Committee of the Chamber have no criticisms to offer with respect to the "Bill to consolidate and amend the law relating to Glanders and Farcy," a copy of which you have been good enough to place before them.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX K.

BILL TO AMEND THE INDIAN CONTRACT ACT.

BOMBAY CHAMBER OF COMMERCE, 21*st July* 1898.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—The attention of the Committee having been called to the Bill to amend the Indian Contract Act, 1872,—which is now before the Imperial Legislative Council,—I am directed to solicit the favour of your obtaining from the Government of India 12 copies of the measure for such criticism as the Chamber may wish to offer thereon.

The Committee notice that at the request of the Government of the North-West Provinces and Oudh, the Upper Indian Chamber of Commerce (Cawnpore) has already expressed its views on the provisions of the Bill, and it seems unusual that the Bombay Chamber of Commerce should not also have been invited to express its views.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 5284 OF 1898.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, *3rd August* 1898.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated the 21st ultimo, I am directed to forward herewith 12 copies of the Bill to amend the Indian Contract Act, 1872, together with the Statements of Objects and Reasons, and to request that any remarks the Chamber of Commerce may desire to offer on the Bill may be communicated to this Government by the 15th instant, if possible.—I have, &c.,

C. FAWCETT,
Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The intention of this Act is not to interfere with the freedom of contract where consent is free and parties contract on a footing of equality, but to give the Courts a wider discretion in dealing with certain inequitable contracts where at present their powers appear to be unduly limited.

Notes to Clauses.

Clause 1 (3).—As the proposed Act will not of itself invalidate any contract heretofore made but will merely confer an increased equitable jurisdiction on the Courts, it seems right that it should apply to all suits instituted after the commencement of the Act even though the contract which forms the subject of litigation was entered into before the commencement of the Act.

Clause 2.—The foundation of the existing rules as to undue influence is the fact that the parties do not contract on a footing of equality and therefore that the consent is not free. But the existing definition of "undue influence" in section 16 of the Indian Contract Act, 1872 is merely an enumeration of two common classes of cases of undue influence and not a statement of the principle on which those cases depend. The object of sub-section (1) is to state the general principle which governs the law of undue influence without confining it to the cases specifically enumerated.

It is obvious that the person who is in a position to exercise undue influence over another may or may not have exercised it in fact. But it seems right that, where the parties do not contract on a footing of equality, the party who is in a position to dominate the other should be called on to show that he has not taken advantage of his position. This is the object of sub-section (3), which will enable the Court to go behind the letter of the contract and inquire into the substantial fairness of the whole transaction.

Clause 3.—Where the Court finds as a fact that undue influence has been exercised, it is necessary to give it a wide discretion to do justice between the parties. If the contract has not been performed on either side, it will be sufficient for the Court to set it aside absolutely; but where the contract has been performed partly by either or both of the parties, it is clear that, by merely setting aside the contract, the parties cannot be restored to their original position. It is therefore necessary to arm the Court with powers to impose terms and con-

ditions so as to do complete justice in the case. The new clause 19A, which it is proposed to add to the Indian Contract Act, 1872, is intended to effect this object.

Clause 4.—Section 74 of the Indian Contrct Act, 1872, appears to have been intended to abolish the highly technical distinction of English law between penalty clauses and clauses stipulating for liquidated damages, but, owing to the language employed, divergent views have been taken by the Courts as to the cases covered by the section. It seems desirable that a liberal construction should be placed on the equitable powers intended to be conferred by the section and therefore the language of the section has been amplified so as to make it apply in terms to all stipulations by way of penalty, whether the penalty consists of a sum named or not.

The 15th March 1898. J. WOODBURN.

BOMBAY CHAMBER OF COMMERCE, 10*th August* 1898.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 5284 of the 3rd inst., and in reply to say that the Committee of the Chamber of Commerce have no criticisms to offer with respect to the Bill to amend the Indian Contract Act, 1872.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX L.

BILL TO FURTHER AMEND THE INDIAN STEAM-VESSELS ACT, 1884.

No. 172 OF 1898.

MARINE DEPARTMENT,
BOMBAY CASTLE, 19*th July* 1898.

From the ACTING SECRETARY to GOVERNMENT, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith copy of a Bill to further amend Act VI of 1884, and its Statement of Objects and Reasons, and to request that you will have the goodness to favor Government, by the 1st September next, with the opinion of the Chamber on the provisions of the Bill.—I have, &c.,

J. M. ANTIA,
For Acting Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The necessity for rules for the protection from collision of inland steam-vessels, whether carrying passengers or not, was recently brought to the notice of the Government of India and it was found that the Inland Steam-vessels Act, 1884 (VI of 1884), did not confer the requisite powers for this purpose. The object of this Bill is to further amend the Act of 1884 so as to admit of the issue of appropriate regulations on the subject.

The 17th June, 1898. J. WESTLAND.

BOMBAY CHAMBER OF COMMERCE, *5th August* 1898.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 172 of the 19th instant, and in reply to say that the Committee of the Bombay Chamber of Commerce approve of the "Bill to further amend the Inland Steam-vessels Act, 1884," a copy of which accompanied your communication.

2. With respect, however, to section 50A, sub-section 2 (d)—the towing of vessels astern or alongside—it has been pointed out to the Committee that rules under this head would not be necessary on this side of India; that the question is more or less dependent on the strength of the current, which varies considerably, whether in rivers or tidal waters, and that the master or serang of a steam vessel would be the best judge as to the number of boats he could tow, and also whether such boats should be towed astern or alongside.

I am to express my Committee's hope that Government may be pleased to give due consideration to the above remarks when the time arrives for framing rules—so far as the port of Bombay is concerned—under the section referred to.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX M.

THE LIVE-STOCK IMPORTATION BILL, 1898.

No. 4806 OF 1898.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *25th July* 1898.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of Government letter, No. 7957, dated 2nd November 1897, I am directed to forward for the information of the Chamber a copy of Government Resolution, No. 4805, dated 25th July 1898, and of its accompaniments on the subject of a Bill to make better provision for the regulation of the importation of live stock.—I have, &c.,

KRISHNARAO ANTOBA,
For Acting Secretary to Government.

No. 4805.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *25th July* 1898.

Letter from the Government of India, Legislative Department, No. 1016, dated 16th July 1898 :—

"I am directed to forward herewith twenty copies of the papers noted on the margin, and to request that they may be published in the *Bombay Government Gazette* in English and in such other languages as the Governor in Council may deem proper, and that the dates of such publication may be communicated to this Department as soon as possible."

A Bill to make better provison for the regulation of the importation of live-stock, with Statement of Objects and Reasons.

RESOLUTION.—Copies of the Bill and the Statement of Objects and Reasons should be forwarded for information to the Officers, Departments, &c., to whom Government Resolution No. 7956, dated 2nd November 1897, was communicated.

2. The Bill and the Statement of Objects and Reasons should be translated into the Marathi, Gujarati and Kanarese languages and published in those languages and in English in the *Bombay Government Gazette.*

3. The dates on which the publications are made in the languages mentioned above should be reported to Government. In accordance with instructions contained in Government Resolution, Judicial Department, No. 5963, dated 29th August 1896, the dates on which the Bill and the Statement are published in English and Sindhi in the *Sind Official Gazette* should also be reported to Government.

H. S. LAWRENCE,
Acting Secretary to Government.

No. 331 L OF 1898.

BOMBAY VETERINARY COLLEGE,
PAREL, *8th September* 1898.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—Under instructions from Government, I have the honour to forward, for your perusal, a copy of the draft rules, framed under the Live-Stock Importation Act IX of 1898, and shall feel obliged if you will kindly forward to me within seven days any objections which you may have to urge to the draft rules.

2. I am, at the same time, to say that any reasonable amendments in the rules, which are desired by those engaged in the live-stock trade, will receive the careful attention of Government who are anxious while protecting the live-stock of the country from disease that may be introduced from abroad, to avoid the placing of any restrictions upon trade that can with safety be dispensed with.

3. I am also directed to point out that the operations of the Inspectors will be subject, in every respect, to the supervision of the undersigned, or officers of similar qualifications and position, and that every precaution will be taken to ensure the Act being worked smoothly and reasonably.—I have, &c.,

JAS. MILLS, Vety.-Major, A. V. D.,
Principal, Bombay Veterinary College.

BOMBAY CHAMBER OF COMMERCE, 14*th September* 1898.

Vety.-Major JAMES MILLS, Principal, Bombay Veterinary College, Parel.

SIR,—I am directed to acknowledge the receipt of your letter, No. 331-L of the 8th instant, together with a copy of the draft rules framed by Government under the Live-Stock Importation Act, 1898.

2. The papers have been circulated among importing firms in Bombay, and I am now directed to say that the Committee of the Chamber have no criticisms to offer with respect to the proposed regulations.—I have, &c.,

C. J. MICHAEL, Acting Secretary.

APPENDIX N.

RULES UNDER THE INDIAN EXPLOSIVES ACT OF 1884.

BOMBAY CHAMBER OF COMMERCE, *28th January* 1898.

The COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, Bombay.

SIR,—I am directed by the Committee of the Chamber to approach you with regard to correspondence which has passed between you and Messrs. Volkart Brothers and Messrs. Payne, Gilbert and Sayani, Solicitors, on behalf of their client, Cama Ramjee, a constituent of the first-named firm. The correspondence has reference to 30 cases of picric acid marked V. B. 854, imported on 9th August last per s.s. 'Drachenfels' from Hamburg.

2. From the information which has been placed at the disposal of the Committee, and enquiries they have made, it would appear that these goods were imported by Messrs. Volkart Brothers on behalf of Mr. Cama Ramjee in ignorance of the change in the law subsequently made by Notification, dated Simla, 31st July 1897, by which picric acid was, for the first time, included as an explosive under the Explosives Act. Neither Messrs. Volkart Brothers nor their constituent had any information of the approaching change in the law, and indeed, the Notification having only been published in the *Gazette of India* of 7th August 1897, could not have been available before the time the goods actually arrived. It seems clear therefore, that in failing to comply with the requirements of the Notification of 31st July 1897, the importer was ignorant not only of the fact that picric acid had been declared an explosive, but that

it was incumbent upon him to take out a license for permission to import explosives. From the correspondence it is apparent that notwithstanding these facts, the Collector of Customs has declined to permit the importer to re-ship the goods in question to Europe, and has ordered the destruction of the consignment which doubtless he has full power to do under the Act, as is evidenced by the fact that on appeal to you you state that the matter having been referred to Government they see no reason to modify the order already passed.

3. I am directed by the Committee to submit that, considering the circumstances of the case, the decision arrived at by the Collector, and confirmed by Government, is peculiarly severe, and one which they would only expect to see enforced where a deliberate attempt had been made to evade the law. Unless, therefore, there are facts in the case which have not come to the knowledge of the Chamber, my Committee would respectfully suggest that the offence in this case would be adequately met either by the infliction of a small fine or by permitting the importer to re-ship the goods to Europe as he has offered to do.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 594 OF 1898.

BOMBAY, *5th February* 1898.

From SIR JAMES MACNAB CAMPBELL, K.C.I.E., I.C.S., Acting Commissioner of Customs, Salt, Opium and Abkari, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 28th ultimo, I regret I am unable to accept the plea that the importer, Cama Ramji, acted in ignorance of the contemplated change in the law as he had before him the Transport and Import Rules made under the Government of India Notification No. 1393, dated the 8th July 1897, and republished in the *Bombay Government Gazette* on the 22nd idem. I would in-

vite special attention to Rules 1 and 8 under which picric acid cannot be imported without a license. The picric acid in question in its present state is highly dangerous.—I have, &c.,

J. M. CAMPBELL,
Ag. Commissioner of Customs, Salt, Opium and Abkari.

BOMBAY CHAMBER OF COMMERCE, *15th February* 1898.

SIR JAMES MACNAB CAMPBELL, K.C.I.E., I.C.S., Acting Commissioner of Customs, Salt, Opium and Abkari, Bombay.

SIR,—I have the honour, by direction, to acknowledge the receipt of your letter No. 594 of the 5th instant, regarding the 30 cases of picric acid imported per s.s. 'Drachenfels' by Mr. Cama Ramjee.

2. My Committee have further considered the case in conjunction with the additional information which you have been good enough to give in your letter under reply, but they would still respectfully submit that the importer having been in the habit for many years past of importing this article without objection of any kind, and without having to take out a license, the mere fact of the Government of India Notification of 8th July 1897, published on the 22nd idem, should not be held to convict him of bad faith. The steamer left Hamburg on the 24th June, so that when the goods were purchased and shipped there was no law against their importation into India, and the Committee can quite understand that a native dealer would remain in ignorance of such a Notification of 8th July until brought face to face with it by the Customs authorities, the article not being one in which other people deal largely.

3. The Committee direct me therefore to again submit that, unless there is evidence of which they are unaware to the effect that Mr. Cama Ramjee was absolutely informed

of this Notification and wilfully attempted to evade it, the treatment meted out to him is unnecessarily severe; and they are still of opinion, with all due submission, that the case might be met by either his being fined in a moderate sum or being permitted to re-export the shipment.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 805 OF 1898.

BOMBAY, 16*th February* 1898.

FROM SIR JAMES MACNAB CAMPBELL, K.C.I.E., I.C.S., Acting Commissioner of Customs, Salt, Opium and Abkari, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of the 15th instant, I have the honour to state that Messrs. Volkart Brothers having addressed Government regarding the picric acid in question, I feel precluded from discussing the matter further.—I have, &c.,

J. M. CAMPBELL,
Acting Commissioner of Customs, Salt, Opium and Abkari.

APPENDIX O.

MEDICAL EXAMINATION OF STEAMERS IN BOMBAY UNDER THE PROVISIONS OF THE VENICE SANITARY CONVENTION.

BOMBAY CHAMBER OF COMMERCE, *9th June* 1898.

The SECRETARY to GOVERNMENT, General Department, (Plague), Bombay.

SIR,—The attention of the Committee has been called to certain draft rules recently or about to be framed by the Health Officer of the Port for regulating the medical examination of passengers and crews of vessels leaving Bombay for ports out of India, which, they understand, are now before Government for consideration.

As the matter is of considerable importance to members of the Chamber connected with the shipping trade of this port, I am directed to request that Government may be pleased, before passing final orders on the subject, to give the Chamber the opportunity of discussing the rules and offering such criticisms thereon as may be considered necessary. My Committee would at the same time be glad to be furnished with 12 copies of the proposed rules.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *28th June* 1898.

Surgeon-Captain W. E. JENNINGS, M.B., C.M., Health Officer of the Port of Bombay.

SIR,—The Committee of the Chamber have had submitted to them a copy of your letter No. 750, dated 31st May 1898, addressed to various agents of steam-ship Companies in Bombay, together with the accompanying draft rules

for regulating the medical examination of passengers and crews of vessels leaving Bombay for ports out of India.

2. As the matter is one of importance to the general trade of the port, a special Committee was appointed to consider these draft rules, and as the result of their deliberations, I am directed to suggest the following alterations :—

Under Chapter III General Rules, Clause 1 (*a*), the Committee consider that instead of requiring the vessel to be hauled off at least 20 feet from the Dock Wall after completion of the medical examination, it would be sufficient to say simply that the vessel should be hauled off from the Dock Wall. In some parts of the Dock, provided two vessels were preparing to go out at the same time from opposite sides, it would be impossible to haul off each of them 20 feet from either side ; and so long as actual communication with the shore is prevented, it does not seem to the Committee important whether the vessel is 5 feet off or 20 feet.

Section 4 renders it prohibitory for passengers arriving at the Ballard Pier inwards to be landed while the examination of outgoing passengers is taking place. This seems to the Committee quite unnecessary, as there should be no difficulty in arranging to keep incoming and outgoing passengers separate. Even if temporary communication did take place between outgoing and incoming passengers, no serious objection could be raised, as the incoming passengers landed at the Ballard Pier are practically only passengers from Europe, and their communicating with people departing would do no harm. Under the new contract for the Europe mails, the P. & O. steamers are due to arrive here by noon on Saturday, the same day as the outward mail leaves ; and if this proposed rule were observed, therefore, there would be the possi-

bility of serious delay to incoming passengers who might be prevented from catching their trains for other parts of India.

3. In restricting their criticisms to these two points, the Committee desire to say that they have been influenced in so doing by the feeling that a satisfactory working of the rules depends more on the method they are administered than on the rules themselves. From the experience of the past year and a half, during which plague has prevailed to a greater or less extent in Bombay, the officers hitherto in charge of the work of inspection have performed their arduous duties in a manner that merits the highest commendation. That sufficient care and strictness have been exercised is evident from the fact that no cases of plague have shown themselves in Europe in vessels arriving from Bombay, while the work has been done in a manner which has avoided friction and caused the least possible inconvenience to owners and agents of vessels.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 4285-P OF 1898.

GENERAL DEPARTMENT (PLAGUE),
BOMBAY CASTLE, 16*th July* 1898.

From the ACTING SECRETARY to GOVERNMENT to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated the 9th June 1898, I am directed to forward the accompanying copy of papers noted on the margin* relative to draft rules framed in accordance with the Venice Convention for the inspection of passengers and crews of vessels leaving or arriving at Bombay, and to request that Government may be favoured at a very early date with any remarks that the Chamber may wish to offer with reference to the Rules.—I have, &c.,

A. CUMINE, Acting Secretary to Government.

* Letter from the Commissioner of Customs, Salt, Opium and Abkari, No. 2774, dated 13th June 1898, with accompaniments.

No. 2774 OF 1898.

BOMBAY, 13*th June* 1898.

From R. M. KENNEDY, Esq., I.C.S., Acting Commissioner of Customs, Salt, Opium and Abkari, to the SECRETARY to GOVERNMENT, General Department, (Plague), Bombay.

SIR,—In compliance with your No. 2604-P. of date 11th April 1898, I have the honour to submit, for approval, revised draft rules for the inspection of vessels, and the medical examination of passengers and crews in accordance with the Venice Convention Rules.

2. The draft rules now submitted have been prepared in consultation with the Solicitor to Government and the Health Officer of the Port.

3. They are, in the main, those submitted by my predecessor, Sir James Campbell, on the date 23rd December 1897, with alterations, providing for the medical examinations being carried out on shore. A few other slight alterations have been made.

4. I regret to report that the examination of passengers and crews on shore will necessarily entail some additional trouble and expense. I submit letter No. 732 of date 26th May 1898, from Surgeon-Captain W. E. Jennings, Health Officer of the Port.

5. I concur with him that it will be advisable to retain the existing staff for a year, and that he should report, before the close of the year, what establishment he thinks should be permanently employed. He will of course take steps to reduce establishment, if he finds it feasible, within the year.

6. I also concur that a large body of Police will be necessary. The Health Officer asks for 50 sepoys and 12 European Constables. I am not prepared to say that this is too large a force :

(*a*) there is possibility of trouble in the shore inspection of foreign crews and passengers proceeding to Africa and Arabia ;

(*b*) it is likely that there may be crews of two or more ships to be medically examined at the same time ; and

(*c*) with respect to the European element in the force, twelve does not seem too large a number when Mail or other passenger ships having a large number of Europeans on board are to be examined.

If, however, the force applied for be held too large, it might be reduced to 10 Europeans and 30 sepoys.

7. I am of opinion that the force should be entirely at the disposal of the Health Officer of the Port, so that the men should recognise fully his authority, and that there should be no danger of trade being hampered by the withdrawal of the men for other duty. Of course for purposes of pay, promotion, and rank they would be under the Commissioner of Police.

If the Police force applied for be sanctioned, I would suggest that the details of management of the force, and also their pay might be settled in conference by the Commissioner of Police, the Health Officer of the Port, and myself.

8. I concur with the Health Officer of the Port in his proposal to examine the crews and passengers of all vessels starting from the wet docks, in the sheds opposite the vessels' berths, and the passengers of regular liners, which embark passengers in the stream in a portion of the baggage-shed on the Ballard Pier, while the crews of such vessels could be brought ashore in batches.

I think these proposals inexpensive, capable of being brought into immediate operation, and eminently satisfactory.

9. It does not appear to me necessary at this stage to discuss the details of the conduct of inspectors and examinations which must be made in accordance with the rules, but in the manner which experience and expediency may show to be most thorough and least troublesome.

10. It will be necessary to have portable screens purchased, and there will be labour charges. Dr. Jennings puts the initial expenses at Rs. 2,000. I would request sanction to this amount. The labour will be additional. I concur with Dr. Jennings that the best course will be for the labour to be supplied by the Port Trust and the cost debited to Government.

11. Other expenses may be incurred if plague cases are detected, but it is impossible to provide for these beforehand, or to offer a forecast, as their amount will depend on the prevalence or otherwise of plague in Bombay and in other ports. Such expenses will be strictly not port expenses, but debitable to plague.—I have, &c.,

R. M. KENNEDY,
Acting Commissioner of Customs,
Salt, Opium and Abkari.

No. 732 of 1898.

BOMBAY PORT HEALTH OFFICE,
TOWN CUSTOMS HOUSE, 26*th May* 1898.

From Surgeon-Captain W. E. JENNINGS, M.B., Acting Health Officer of the Port of Bombay, to the COMMISSIONER of CUSTOMS, Bombay.

SIR,—In compliance with your No. 2458, dated 23rd May 1898, with accompaniments (herewith returned), I have the honour to forward herewith draft rules to regulate the treatment of outward and inward vessels at the Port of Bombay remodelled in conformity with the wishes of the Government of India and somewhat revised to suit the requirements of the Venice Convention, and to submit below details of a scheme for giving effect to the decision of Government as regards compulsory examination on shore of passengers and crews at the time of departure from the Port of Bombay.

2. In order to preserve order and discipline at the places of examination, to keep guard over the baggage of passengers during the time of examination, to conduct passengers after examination to the place of embarkation, for prohibiting communication with the City or exposure to possible infection, or the possibility of weakly individuals (or probably infected ones) changing places with more robust ones, and for other minor duties, a body of police should be placed permanently at the disposal of the Port Health staff, and I consider that at least fifty native sepoys and twelve European Inspectors will be necessary for these purposes.

3. Regarding the necessary arrangements for the examinations of all passengers and crews on shore before embarkation, the most satisfactory plan would be to divide all vessels sailing into two groups, *viz.* : (1) those carrying crews only and (2) those carrying passengers as well, and to permit the former group to start from the wet docks in which there would be no difficulty in examining every member of the crews on the dock walls or in the sheds opposite the vessels' berths, but to compel the latter group to embark their passengers in the stream after they had been subjected to medical examination in a large central shed, which should be situated on the foreshore near some wharf or jetty. *This plan, however, is open to objections which make it practically impossible*, among which may be mentioned the impossibility of obtaining a permanent site on the foreshore, as all sites leased by the Trustees of the Port are subject to one year's notice of withdrawal, the expense of the ground rent which for the smallest

shed which would be practicable would amount to over Rs. 400 per mensem, the costliness of the shed which has been roughly estimated at Rs. 55,000 and the length of time it would take to bring the scheme into working order. A less satisfactory but equally effective plan would be to examine the crew and passengers of all vessels starting from the wet docks in the sheds opposite the vessels' berths in parts which could be screened off for the purpose by portable screens which could be shifted without difficulty from one berth to another ; and to examine the passengers of the regular liners which embark their passengers in the stream, in a portion of the baggage shed on the Ballard Pier which the Trustees of the Port are willing to screen off for the purpose, while the crews of such vessels could be brought ashore in batches and examined on shore should their vessels remain in the stream, or should their vessels enter the docks, they could be examined in the docks, and then again in the stream should free communication have taken place after the first examination.

4. The latter of the two plans suggested in paragraph 3 could be brought into force almost immediately, and it has the advantage of being inexpensive, but I have alluded to it as being less satisfactory than the former plan from the fact that, in order to secure efficient results, the executive orders for regulating the working of this scheme will have to be more rigorous than those which would be required under the former plan, as they will have to include among other things measures for the prevention of interference with the convenience of incoming passengers at the Ballard Pier, strict measures for controlling the movements of passagers after examination in the wet docks, measures influencing the stowage of cargo during the rains in the dock sheds as a part of each shed will have to be made available for the examination of passengers, arrangements for vessels timed to leave the dock at night to anchor in the stream until after daylight for embarking passengers who could not be allowed to embark in the docks several hours before departure, &c., &c.

5. I am unable to give an accurate estimate of the cost of the working of the latter of the two plans suggested in paragraph 3. The purchase of portable screens, furniture, curtains for partitions, punkhas and the screening off of the Ballard Pier would entail some initial expense which I think would be covered by Rs. 2,000, and the Port Trust would undertake to supply labour for moving screens, &c., and making daily arrangements, the cost of which they would debit to Government.

6. In the case of vessels whose passengers are embarked in the stream, owners and agents of vessels should be made responsible for the conveyance of passengers from the Ballard Pier to the vessels, where they will be handed over by the Police authorities to the Customs Officer on board, who will be responsible that no communication shall occur with the city, and that no cargo shall be boarded after the arrival of the passengers.

7. In the case of vessels starting from the wet docks, immediately after the inspection of the Health Officer of the Port the Masters of vessels should cause their vessel to be hauled off to at least 20 feet from the dock wall and the Customs Officer on board will be responsible that the loading of cargo shall be stopped, and that no communication shall take place with the shore.

8. No definite rule can be laid down as to how all members of the crews of vessels which have their passengers embarked in the stream will be inspected on shore as the procedure will vary in the case of each vessel, and will have to depend upon a variety of circumstances. The general methods which will be adopted, however, will be (1) in the case of those vessels, which enter the docks during their stay in Bombay, by examining the crews before they leave the docks to anchor in the stream, and then again in the stream if shore communication shall have taken place, and (2) in the case of those vessels which shall not have entered the docks, by causing their crews to be brought ashore in batches for examination. Whatever be the procedure, however, every effort will be made to give effect to the spirit of the Venice Convention, though in some rare cases it will be doubtless necessary for the Health Officer of the Port to avail himself of the concessions suggested in clause (1), paragraph 5 of letter No. 658 from the Secretary to the Government of India to the Secretary to the Government of Bombay, General Department, *viz.*, that in special cases some members of the crew who cannot leave the ship might be examined on board. In this connection, I would point out that in the case of a vessel that has called at Bombay *en route* for some other port, and has had no communication with Bombay, the inspection with reference to such vessel by the Health Officer of the Port would be limited to the medical examination on shore, prior to embarkation, of such person or persons only as intend to sail in such vessel from Bombay, and the Bill of Health or Certificate furnished for such person or persons shall certify that such person or persons is or are free from plague, and such certificate may be in the form of an endorsement on the Bill of Health

last obtained by the vessel before its arrival in Bombay. What constitutes communication might be decided by the Collector of Customs and the Port Health Officer of Bombay; and the Consular authority interested in any ship under this rule may be present at the inspection.

9. Special arrangements will also have to be made for the examination of Postal officials going with Mail steamers with the Postal authorities, and such arrangements will vary according to circumstances, but in all cases the men will be examined on shore prior to embarkation.

10. The next matter of importance is an estimate of the Medical staff necessary for carrying out the work efficiently. Surgeon-Lieutenant-Colonel MacCartie, in paragraph 9 of his No. 591 of 1897 (Note on Government of India letter No. 1623, $\frac{\text{Home Department}}{\text{Sanitary.}}$, dated 1st June 1897), has pointed out that "the expense of an inspecting staff will, if all passengers are to be examined on shore as directed in paragraph 5 of Government of India letter No. 1623 of 1st June 1897, be so great as to be practically prohibitive," and I quote this in support of the fact that a considerable increase of staff over and above that which was considered sufficient before the epidemic of plague started will be necessary. It is impossible to state without some experience what the actual requirements will be, but I would recommend that the existing extra staff appointed on account of plague be retained for a year, or such period as Government may deem fit, and that at the end of that time the Health Officer of the Port be asked to send in a detailed report stating and explaining the actual requirements in this direction.

11. The last point of importance refers to the disinfection on shore of contaminated or suspected articles of baggage. A site for a shed for the Port Health Steam Disinfecting Stove has been selected on Malet Bandar which will be convenient for disinfecting suspected baggage from the docks, but less so far suspected baggage from the Ballard Pier. At present, however, as long as Modykhana Camp lasts, the latter articles can be disinfected at the Camp, but later on special arrangements will have to be made for the conveyance of suspected baggage to Malet Bandar or for spraying or soaking them at the Ballard Pier.—I have, &c.,

W. E. JENNINGS, M.B., C.M., Surgeon-Captain,
Acting Health Officer of the Port.

BOMBAY CHAMBER OF COMMERCE, 21*st July* 1898.

The ACTING SECRETARY to GOVERNMENT, General Department, (Plague), Bombay.

SIR,—I have the honour, by direction, to acknowledge the receipt of your letter No. 4285-P of the 16th instant accompanying copies of papers relative to draft rules framed in accordance with the Venice Convention for the inspection of passengers and crews of vessels leaving or arriving at Bombay, and requesting to be furnished with any remarks the Chamber may wish to offer with reference to the rules.

2. In reply, I am to say that the Committee of the Chamber have already submitted their views on this matter to the Health Officer of the Port; and in forwarding herewith a copy of their communication to that official, I am to express the hope that Government may be pleased to give effect to the suggestions therein contained.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{4617}{P.}$ OF 1898.

GENERAL DEPARTMENT, (PLAGUE),

BOMBAY CASTLE, 3*rd August* 1998.

From the ACTING SECRETARY to GOVERNMENT to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—In acknowledging the receipt of your letter dated the 21st ultimo, I am directed to point out that the suggestions made in the accompaniment to your letter, relate to the Health Officer's *executive detailed regulations* for the working of the rules framed under the Venice Convention for the inspection of passengers and crews of vessels at Bombay, and do not call for any amendment of the actual

rules themselves, a draft of which accompanied my letter No. 4285-P, dated the 16th ultimo.

2. I am desired to request that Government may be favoured, at a very early date, with any remarks the Chamber may wish to offer *with regard to the draft rules.*—I have, &c.,

A. CUMINE,
Acting Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *6th August* 1898.

The SECRETARY to GOVERNMENT, General Department, (Plague).

I am directed to acknowledge the receipt of your letter No. 4617-P of the 3rd instant with reference to the rules for the inspection of passengers and crews of vessels at Bombay.

In reply, I am to point out that in your previous communication—No. 4285-P of the 16th ultimo—it was stated that both sets of rules, those dealing with inward as well as outward vessels, have been "framed in accordance with the Venice Convention." This the Committee have not been quite able to follow, as they do not find anything in the Convention itself to necessitate the rules (B inward) dealing with vessels arriving in Bombay, which is already infected. They do not, however, see anything to object to in the details of the rules framed by Government, nor do they wish to take exception to the regulations for inward passengers referred to above, seeing that only in the case of "infected" vessels will passengers be detained under observation unless the Health Officer on medical examination finds them to be "likely to spread infection."—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1098 OF 1898.

BOMBAY PORT HEALTH OFFICE,
TOWN CUSTOMS HOUSE, *24th August* 1898.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to submit herewith rules for the regulation of inspection of passengers and crews of vessels leaving Bombay by sea, and for the enforcement of quarantine against plague in respect of arrivals by sea marked A. Outward, and B. Inward, respectively.

2. These regulations have been framed for the guidance of Owners and Agents of Shipping Companies, and of Masters of vessels, in accordance with the provisions of Notifications No. 4616—4857-P, and No. 4617—4858-P, published in the *Bombay Government Gazette* of 18th August 1898, wherein it is ruled that disobedience of the rules therein prescribed will subject the offender and all persons aiding and abetting him to a prosecution under the Indian Penal Code.

The actual date on which the rules will come into force will be hereafter notified.—I have, &c.,

W. E. JENNINGS, M.B., C.M., Surg.-Capt., I.M.S.,
Acting Health Officer of the Port.

A.—OUTWARD.

RULES FOR REGULATING THE MEDICAL EXAMINATION OF PASSENGERS AND CREWS OF VESSELS LEAVING BOMBAY.

I.—CREWS.

(1) Every member of the crew of each vessel leaving Bombay must be medically examined upon shore before sailing.

(2) In the case of vessels starting for sea from the Wet docks, crews will be examined upon the wharf alongside of which each vessel lies, or in the shed opposite each vessel's berth.

(3) In the case of vessels starting for sea from the stream (*a*) should they have entered the Wet docks their crews may be examined as in A. I., rule (2), before they leave the docks to anchor in the stream; but should communication have occurred with the shore after such examination, or should the vessels not start for sea before 6 A.M. of the day following the day of examination, the crews will be re-inspected on board in the stream before starting; (*b*) should the vessels not

have entered the docks, however, their crews will have to be brought on shore in batches by the Owners or Agents for examination, the times and places for such examination being arranged by the Health Officer of the Port.

N.B.—Under clause (*b*) of this rule, in the case of vessels carrying large crews, the shore examination of the crews in batches may, by arrangement with the Health Officer of the Port, be held on the day of embarkation or on the day prior to the starting of the vessel, but the crews will be re-inspected on board in the stream on the day of departure unless in the latter case departure be before 6 A.M.

II.—PASSENGERS.

(1) Every passenger sailing from Bombay must be medically examined upon shore by the Health Officer of the Port prior to embarkation whether embarking in the Wet Docks, or in the stream, and Captains of vessels will be responsible that no passenger sailing shall embark unless in the possession of a token of having passed a medical examination by the Health Officer of the Port, and that no person or persons shall be present on board on the day of departure after the hour appointed for the medical examination who is or are not passengers, or present in some official capacity, or in the possession of a permit from the Health Officer of the Port under the provisions of the following note :—

N.B.—In special urgent cases, where the procedure is *absolutely necessary*, a passenger may be accompanied to the vessel by a friend or attendant, provided that such friend or attendant also undergoes a medical examination upon shore at the time and place appointed for the examination of passengers, when a permit will be given by the Health Officer of the Port, without which, such friend or attendant may not board the vessel.

(2) Passengers embarking in the stream will be duly informed of the time and place for medical examination, after which examination they will be conducted to a launch or other vessels intended to convey them to their steamer, and no direct communication with the shore will be allowed under any circumstances.

(3) Passengers embarking in the Wet docks will be examined in the shed opposite the berth of the vessel in which they intend to sail, and after examination they will be conducted to the vessel, and no direct communication will be allowed with the shore under any circumstances.

III.—General Rules.

(1) Captains and Owners or Agents of vessels will in all cases give twenty-four hours' notice of depature of their vessels to the Health Officer of the Port, and in the cases of vessels (*a*) starting for sea from the Wet docks, such notice will be accompanied by a Dock Master's certificate, and a written statement from the Captains, Owners or Agents, that immediately on completion of the medical examination the vessels will be hauled off from the dock wall, that the loading of cargo will be stopped, and that no direct communication with the shore will be allowed. But in the case of vessels (*b*) leaving the docks to anchor in the stream before starting for sea, notice of departure from the docks and a Dock Master's certificate will be all that is necessary, though the statement required under clause (*a*) of this rule will, if furnished and complied with, save the vessels and crew from a second examination in the stream, provided such vessels start for sea before 6 A.M. of the day following the day of the first examination [*vide* A. I., Rule (3), clause (*a*)].

(2) The Health Officer of the Port, on receiving notice of departures, will fix times and places for inspections, and Captains, Owners or Agents will be responsible that every person sailing in their vessels will be present in time at such places.

(3) In the case of vessels embarking their passengers in the stream, Owners and Agents will be responsible for the conveyance of passengers from the place of examination to the vessels and should have the means of conveyance ready at the hour appointed for examination to avoid delay.

(4) Owners or Agents should intimate to the Health Officer of the Port, as early as possible, at what hour and in which place such baggage as does not accompany passengers can be inspected by him.

(5) In the case of vessels carrying passengers and starting from the Wet docks, unless they can start between 6 A.M. and 6 P.M. or not later than one hour after 6 P.M. their passengers must be embarked in the stream, and in all cases when they can start between 6 A.M. and one hour after 6 P.M., Owners or Agents should arrange for embarkation of passengers within two hours of starting.

(6) Should a vessel call at Bombay *en route* for some other port, and not have any communication with Bombay, the inspection, with reference to such vessel, by the Health Officer of the Port, shall be limited to the medical examination, on shore, prior to embarkation, of

such person or persons only as intend to sail from Bombay. For the purposes of this rule, the Collector of Customs and the Health Officer of the Port are empowered to decide what shall constitute communication with Bombay.

(7) Should the Health Officer of the Port prevent any intending passengers from embarking, and should the baggage and personal effects of such passengers have already been placed on board, Captains, Owners or Agents will be responsible for removing such baggage and personal effects before the departure of the vessel.

(8) Should the Health Officer of the Port prevent any members of the crew of a vessel from sailing with the vessel, Captains, Owners or Agents will be responsible that such members' baggage and personal effects will be removed before departure of the vessel, and will afford every facility to the Port Health Staff for carrying out such disinfection as may be considered necessary.

(9) Medical inspection of vessels and examination of persons sailing therein will only be carried out between the hours of 6-30 A.M. and 6 P.M.

B.—INWARD.

RULES FOR REGULATING THE ENFORCEMENT OF QUARANTINE AGAINST PLAGUE IN RESPECT OF ARRIVALS BY SEA.

(1) Definitions—

(*a*) "*Health Officer*" shall mean the Health Officer of the Port of Bombay, and includes an additional or Assistant Port Health Officer and any person appointed by name or by virtue of his office to perform any of the duties of any such officer.

(*b*) "*Infected Port*" shall include a port where plague exists, and a place in an area officially declared to be infected with plague.

(*c*) "*Infected Vessel*" shall include any vessel with a case of plague on board, or on board of which there has been a case of plague within twelve days of her arrival.

(*d*) "*Suspected Vessel*" shall include any vessel on board of which there has been a case of plague at the time of departure or

during the voyage, but on which there has been no case of plague during the twelve days immediately preceding her arrival.

(*e*) "*Ordinary Healthy Vessel*" shall include any vessel (not being an infected or suspected vessel) that has within the period of ten days immediately preceding her arrival left an infected port or communicated (otherwise than orally or by signal) with a vessel that has left an infected port within that period.

(*f*) "*Healthy Vessel*" shall include any vessel, even though coming from an infected port, which has had no death from unknown or suspicious causes, and has had no case of plague on board, either before departure, during the voyage or on arrival, and has not within the period of ten days immediately preceding her arrival left an infected port or communicated (except orally or by signal) with a vessel that has left an infected port within that period.

(*g*) "*To keep under observation*" means to segregate persons under medical supervision either on board a vessel or in a place on shore appointed for the purpose till they have obtained free pratique or are removed to an hospital.

(*h*) "*To subject to surveillance*" means that the persons so subjected will not (after preliminary formalities have been complied with) be kept under observation, but will be allowed to proceed to their destinations whether at the port of arrival or elsewhere where they will be under medical supervision for a period to be fixed by written order.

(2) The Commander of every vessel, including buggalows and other native craft (*a*) arriving from an infected port, or (*b*) having been in communication (otherwise than orally or by signal) with a vessel from an infected port, or (*c*) having plague on board, or (*d*) on board of which one or more cases of plague have taken place within twelve days preceding her arrival shall, before entering the harbour, hoist a yellow flag as the quarantine signal by day, or if entering at night, show the quarantine light signal, *viz.*, three lights—red, white and red, and indicate by signal the port from which the vessel has come, and shall keep hoisted at the main mast such flag by day and such lights by night, until permitted to take the signal down by the Health Officer of the Port.

(3) The Commander shall permit the Pilot, Customs or Police Officer on board, but otherwise (except as in these rules provided) shall not, without having obtained pratique, allow any communication (except orally or or by signal) with the shore or with any other vessel.

(4) The Health Officer shall board arrivals showing the signals prescribed in B, rule (2), as soon as possible, and the Captain and Surgeon should be prepared to answer all such enquiries, by declarations upon oath if required, relative to the circumstances of the voyage as will enable the Health Officer to classify the vessel as "Infected," "Suspected," "Ordinary Healthy," or "Healthy" according to the definitions under B, rule (1).

(5) Arrivals will only be inspected between the hours of 6-30 A.M. and 6 P.M.

(6) "Infected Vessels" or vessels so classed will be dealt with as follows, and Captains, Owners and Agents shall afford every facility to the Port Health Staff for carrying out the measures prescribed in clauses (*a*), (*b*), (*c*) and (*e*), and will themselves be responsible for carrying out the measures prescribed in clause (*d*).

(*a*) Plague cases will be disembarked under the directions of the Health Officer and sent to the camp or hospital appointed for the purpose.

(*b*) All other persons on board, as soon as arrangements can be made, will be disembarked and sent to the place appointed for the purpose to be kept under observation. So many of the apparently healthy members of the crew, however, as are necessary for the care of the vessel, and are so permitted by the Health Officer, may remain on board under his supervision, and subject to such inspections as he may from time to time require, and shall not leave the vessel until the quarantine signal be removed by his orders.

(*c*) Soiled linen and personal effects of the passengers and crew requiring disinfection will be disinfected in the Port Health Steam Stove.

(*d*) Fresh drinking-water will be stored on board, and the bilges pumped dry outside of port limits.

(*e*) Such disinfection of the vessel as the Health Officer considers necessary will be carried out under his directions.

(7) Vessels classed as "Suspected" will be dealt with as follows, and Captains, Owners and Agents will be responsible for carrying out the measures prescribed in clause (*c*) and will afford every facility to the Port Health Staff for carrying out the measures prescribed in the other clauses :—

(*a*) Passengers and crew will be examined by the Health Officer.

(*b*) Such soiled linen and personal effects of the passengers and crew as require disinfection will be disinfected in the Port Health Steam Stove.

(*c*) Fresh drinking-water will be stored on board, and the bilges pumped dry outside of port limits.

(*d*) Such disinfection of the vessel as the Health Officer considers necessary will be carried out under his directions.

(*e*) From amongst the passengers, and such of the crew as are to be disembarked, the Health Officer will send such as are likely to spread infection to be kept under observation in the place appointed for the purpose.

(*f*) The remainder of the crew will be kept on board under the supervision of the Health Officer for ten days, or during the time the vessel remains in port, if that time be less than ten days, and should any case of plague occur on board during that period, the vessel shall be classed as infected and dealt with under B, rule (6).

(8) Vessels classed as "Ordinary Healthy" will be dealt with as follows, and Captains, Owners and Agents will be responsible for carrying out the measures prescribed in clause (*c*) and will afford every facility to the Port Health Staff for carrying out the measures prescribed in the other clauses :—

(*a*) Passengers and crew will be examined by the Health Officer.

(*b*) Such soiled linen and personal effects of the passengers and crew as require disinfection will be disinfected in the Port Health Steam Stove.

(*c*) If it be considered necessary by the Health Officer fresh drinking-water will be stored on board, and the bilges pumped dry outside of port limits.

(*d*) From amongst passengers and such of the crew as are to be disembarked, the Health Officer will send such as are

likely to spread infection to be kept under observation in the place appointed for the purpose, and the remainder of the crew shall remain under the supervision of the Health Officer and from time to time shall submit to such examination as he shall, in writing, direct.

(9) Vessels classed as "Healthy" will as a rule receive pratique at once, but may, if the Health Officer considers it necessary, be subjected to the provisions of clauses (*a*), (*b*) and (*c*) of B, rule (7), in which cases Captains, Owners and Agents will be responsible for carrying out the measures prescribed in clause (*c*) and will afford every facility to the Port Health Staff for carrying out the measurers in clauses (*a*) and (*b*).

(10) With the express consent of the Health Officer, and subject to such restriction as he may impose, passengers or other persons, mails or cargo, may be transhipped from a vessel in quarantine to another vessel.

(11) In exercise of the discretion vested in him in these rules, the Health Officer shall, if a vessel carries a Medical Officer, or has on board a disinfecting apparatus (stove) of approved pattern, take such facts into consideration, and Captains, Owners and Agents are recommended to arrange for such if possible.

(12) Captains, Owners and Agents are warned that, at the discretion of the Health Officer, crowded vessel or vessels which arrive in an insanitary condition may be dealt with as "Suspected Vessels."

(13) Vessels, the Captains, Owners or Agents of which object to submit to the obligations imposed by these rules, may put back to sea, but if they disembark any passengers or goods, they must submit to the rules.

(14) Vessels coming under these rules will anchor at such places as may be notified for that purpose by the Port Officer in consultation with the Health Officer of the Port.

(15) No mails, baggage, or cargo which may be brought by any vessel coming under these rules shall be disembarked, landed, or transhipped, except under such precautions as the Health Officer shall deem necessary to prevent the spread of plague.

(16) All stores, provisions, supplies and other articles required by those on board of vessels in quarantine must be placed in the boats of such vessels and subsequently removed by members of their crews.

W. E. JENNINGS, M.B., C.M., Surg.-Capt., I.M.S.,
Acting Health Officer of the Port.

BOMBAY PORT HEALTH OFFICE,
TOWN CUSTOMS HOUSE, *24th August* 1898.

BOMBAY CHAMBER OF COMMERCE, *29th August* 1898.

The SECRETARY to GOVERNMENT, General Department, (Plague), Bombay.

SIR,—Referring to correspondence ending with my letter of the 6th instant, on the subject of the rules for regulating the medical examination of passengers and crews of vessels at Bombay, it has been pointed out to the Chamber that the Rules recently published by Government in this connection (Notification No. 4615/4856-P of 17th August 1897) provide that the crews and passengers of *all* steamers must be examined on shore, whereas in the letter from the Health Officer of the Port, No. 750 of 31st May 1897, addressed to the Agents of Steam Ship Companies in Bombay, it was suggested that this restriction was only to apply to vessels sailing for ports out of India.

2. Seeing that the rules under reference have been framed to meet the provisions of the Venice Sanitary Convention—which my Committee understand were not intended to apply to vessels trading between Bombay and ports of India—I am respectfully to suggest that examination of passengers and crews *on shore* should, in view of the great inconvenience which it entails, be limited to vessels sailing for ports outside India only.

3. As the matter is of considerable importance to steamers employed in the country trade—such as those belonging to the B. I. S. N. Co., Ld.,—I am respectfully to

ask that Government may be pleased to give effect to the Chamber's suggestion at the earliest possible date.—I have, &c.,

C. J. MICHAEL, Acting Secretary.

BOMBAY CHAMBER OF COMMERCE, *2nd September* 1898.

Surgeon-Captain W. E. JENNINGS, M. B., C. M., Acting Health Officer of the Port of Bombay.

SIR,—I am directed to acknowledge with thanks the receipt of your letter No. 1098 of the 24th ultimo together with a copy of the rules for the regulation of inspection of passengers and crews of vessels leaving Bombay; and to request the favour of being furnished with 300 copies of these rules for distribution among shipping companies at home.

I am also to hand you a copy of a communication addressed by the Committee to the Bombay Government, asking that medical examination on shore should not be insisted upon in the case of vessels clearing for Indian ports.—I have, &c.,

C. J. MICHAEL, Acting Secretary.

No. 1476 OF 1898.

BOMBAY PORT HEALTH OFFICE,
TOWN CUSTOMS HOUSE, 1*st November* 1898.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 2nd September 1898, I have the honor to forward 300 copies of the rules therein asked for. The rules in question were brought into force from the 17th September 1898, and will until further orders only affect vessels bound to or arriving from ports without British India. The arrangements which have hitherto been in force as regards vessels bound to and arriving from ports within British India will continue as at present.—I have, &c.,

W. E. JENNINGS, M.B., C.M., Captain, I. M. S.,
Acting Health Officer of the Port.

No. 5583 of 1898.
P.

GENERAL DEPARTMENT (PLAGUE),
BOMBAY CASTLE, *27th September* 1898.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 29th August 1898, I am directed to state that although the medical examination of the passengers and crews of vessels leaving Bombay must be enforced on all vessels leaving the Port of Bombay whether bound for ports within British India or not, the Government of India have approved of the examination being conducted *on board* in the case of vessels bound for ports in British India, and I am to express the hope that this concession will meet the views of the Chamber.—I have, &c.,

A. WINGATE,
Acting Chief Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *7th October* 1898.

The Hon'ble Mr. A. WINGATE, C.I.E., I.C.S., Acting Chief Secretary to Government, General Department, (Plague), Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No 5583/P of the 27th ultimo stating, with reference to this Chamber's communication of 29th August 1898, that the Government of India have approved of the examination being conducted on board in the case of vessels bound for ports in British India.

The Committee have communicated this information to agents and owners of steam-ship companies in Bombay, and I am to express the thanks of the Chamber for the concession which Government have been good enough to make.

The Committee are, however, desirous of knowing whether Aden is considered to be in British India; and whether it is intended that the concession should be extend-

ed to vessels leaving for that Port and not beyond. It has been pointed out to the Committee that it would be a great convenience if the examination of passengers and crew could be conducted on board in case of vessels bound for that port, and my Committee hope that this will be allowed if it is not contrary to the rules framed by the Venice Convention.—I have, &c.,

C. J. MICHAEL, Acting Secretary.

No. $\frac{7037}{P.}$ of 1898.

GENERAL DEPARTMENT (PLAGUE),
BOMBAY CASTLE, 19*th December* 1898.

From the Honourable MR. A. WINGATE, C.I.E., I.C.S., Acting Chief Secretary to Government, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to your letter dated the 7th October 1898, conveying the recommendation of the Chamber that the concession permitting the examination *on board* of the passengers and crew of vessels bound for ports in British India should be made applicable to vessels leaving for Aden, I am directed to state that after careful consideration of the matter His Excellency the Governor in Council regrets his inability to grant the concession referred to.—I have, &c.,

A. WINGATE, Acting Chief Secretary to Government.

APPENDIX P.

INSPECTION OF VESSELS LEAVING BOMBAY ON SUNDAYS.

No. 1833 OF 1898.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 28*th March* 1898.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter dated the 3rd November last, I am directed to observe that if the discretion allowed to the Health Officer of the Port to refuse to inspect vessels leaving Bombay on Sundays is withdrawn as suggested by the Chamber of Commerce, it would seem that some check must be placed on unnecessary applications for inspections. It has accordingly been suggested to Government that there should be a fixed fee of Rs. 75 for the inspection of all steamers (with the exceptions noted below) on Sundays or on any of the following holidays: New Year's Day, Good Friday, the Queen's Birthday, and Christmas Day. The exceptions would be Mail steamers (of all nations), ships whose fixed dates of sailing might happen to fall on any of the above holidays, and the daily-coasting steamers of Messrs. Shepherd and Co. I am to inquire whether the Chamber of Commerce have any remarks to make on this proposal.—I have, &c.,

H. S. LAWRENCE,
For Acting Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *7th April* 1898.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 1833 of the 28th ultimo with reference to the medical inspection of vessels leaving Bombay on Sundays.

2. The Chamber has consulted the agents and owners of steam-ship companies in Bombay, and while they are

unanimous in thinking that a fee should be charged for inspecting vessels on Sundays and the holidays mentioned, the general feeling seems to be that Rs. 50 would be a sufficient charge, although if Rs. 75 were fixed it would of course be paid where there was any urgency for getting a vessel away on a Sunday or holiday.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 29*th August* 1898.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed to invite your attention to my letter of the 7th April last in reply to your communication No. 1833 of the 28th March, with reference to the fee to be charged for the medical inspection of vessels leaving Bombay on Sundays and the holidays mentioned.

2. My Committee will be glad to know what steps have been taken by Government in this matter. Representations have again been made to them pointing out the inconvenience caused to agents of steam-ship companies in Bombay owing to several of their vessels having been detained until Monday, under the discretionary power vested in the Health Officer by the existing rules.

3. Awaiting the favor of an early reply.—I have, &c.,

C. J. MICHAEL, Acting Secretary.

No. 4942 OF 1898.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 5*th September* 1898.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 29th ultimo, I am directed to inform you that the question of levying fees for the

medical inspection of vessels leaving Bombay on Sundays and certain holidays has been referred to the Government of India.—I have, &c.,

R. B. STEWART,
Acting Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 12*th January* 1899.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—With reference to the correspondence ending with your letter No. 4942 of the 5th September 1898, in which it was stated that the question of levying fees for the medical inspection of vessels leaving Bombay on Sundays and certain holidays had been referred to the Government of India, I am directed by the Committee of the Chamber to enquire whether any decision has been arrived at in the matter.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 345 OF 1899.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 23*rd January* 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 12th instant, I am directed to inform you that the Government of India have declined to allow the levy of fees for medical inspection of vessels leaving Bombay on Sundays and holidays.—I have, &c.,

R. B. STEWART,
Acting Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 27*th January* 1899.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am instructed to acknowledge the receipt of your letter No. 345 of the 23rd instant, in which you state that

the Government of India have declined to allow the levy of fees for medical inspection of vessels leaving Bombay on Sundays and holidays.

The Committee of the Chamber have received this information with much regret, but as the question is one of considerable importance to agents and owners of vessels frequenting the port, they take the liberty of again approaching Government, in the hope that the Government of India may be moved to reconsider their decision in the matter.

In the previous correspondence the Committee pointed out that the refusal to inspect vessels and permit them to go to sea on Sundays was a serious monetary charge on shipping; that it disorganised the sailings of regular liners, and was in many ways objectionable and obstructive to trade; and cases were cited showing the hardship which had occurred owing to the discretionary powers vested in the Health Officer under the regulations at present in force.

Similar cases of hardship have more recently come to the knowledge of the Chamber, as will be seen from the copies of correspondence which I beg to submit herewith.

In their letter of the 7th April 1898 the Committee, in reply to a communication from your Department, No. 1833 of the 28th March 1898, stated that they considered Rs. 50 would be a sufficient charge for inspecting vessels on Sundays and the holidays mentioned, but that if Rs. 75 were fixed—as suggested by Government—it would be paid where there was any urgency for getting a vessel away on a Sunday or holiday.

The Committee of the Chamber agreed with the Government of Bombay that the levy of fees for medical inspec-

tion of vessels leaving Bombay on Sundays and holidays would be a reasonable check on unnecessary applications for inspection, but if the Government of India consider that there are objections in principle to the levy of such fees and are not prepared to reconsider their decision, my Committee still venture to express a hope that the matter will not be allowed to rest there, but that the Government of Bombay may be pleased to make such departmental arrangements as may be necessary to allow of vessels obtaining inspection on Sundays and holidays without undue hardship to the medical staff.—I have, &c.,

C. J. MICHAEL, Offg. Secretary.

APPENDIX Q.

RAILWAY EXTENSION.

THE SIRSA-KUCHAMAN ROAD RAILWAY.

No. 781 OF 1898.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 10*th March* 1898.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to inform you that proposals have been put forward, for the construction of a chord line from Sirsa station on the Rajputana-Malwa Railway to Kuchaman Road Station on the same Railway.

2. A firm which has applied for a concession for the above-mentioned line states *inter alia* that "The Bombay Chamber of Commerce have strongly supported this proposed Railway."

3. I am to request that Government may be favoured, at your early convenience, with the views of the Chamber of Commerce on the scheme.

4. The following facts are noted for the information of the Chamber.

(1) A metre-gauge line connecting Shadipalli and Balotra is under construction.

(2) A survey of a metre-gauge line from Rewari to Kuchaman Road is in hand.

(3) The Bikanir Durbar are constructing a line N.-E. from Bikanir towards Bhatinda. 42 miles of this railway counting from Bikanir are nearly ready for opening.—I have, &c.,

J. WILLCOCKS,
Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 19*th March* 1898.

The SECRETARY to GOVERNMENT, Public Works Department (Railway Branch), Bombay.

SIR,—I have the honour, by direction, to acknowledge the receipt of your letter No. 781, of the 10th instant, con-

veying the information that proposals had been put forward for the construction of a chord line of railway between Sirsa and Kuchaman Road Stations on the Rajputana-Malwa Railway, and soliciting the views of the Chamber on the scheme.

2. The Chamber was approached some months ago by the promoters of this line who solicited its support with Government in obtaining a concession; but as the promoters intimated that the Directors of the B. B. and C. I. and R. M. Railways had undertaken the construction and working of the line, the Committee did not deem it necessary at that juncture to intervene, although they thought then, and still think, that the line is a very desirable one for Bombay and one to which they have no hesitation in according their support.

3. My Committee are obliged for the facts which you have brought to their notice, namely :—

(1) A metre-gauge line connecting Shadipalli and Balotra is under construction.

(2) A survey of a metre-gauge line from Rewari to Kuchaman Road is in hand.

(3) The Bikanir Durbar are constructing a line north-east from Bikanir towards Bhatinda.

A further consideration of the subject, with this information before them, however, does not in any way diminish their views in support of the proposed Sirsa-Kuchaman Branch. By that route the distance between these two stations would be reduced by 142 miles as compared with the present route via Rewari, and by thus shortening the distance Bombay would be placed in a much more favourable position in her competition for the trade of Northern Punjab, while the line would also open up communication with several large towns *en route*. The metre-gauge line

from Shadipalli to Balotra would in no way compete with the proposed Sirsa-Kuchaman Branch unless by forming an alternative route to Karachi; but its main advantage would apparently be to the latter port in shortening the distance between it and Delhi, and to this also the metre-gauge line from Rewari to Kuchaman Road would tend to contribute. The line being constructed by the Bikanir Durbar towards Bhatinda would certainly be rather more in competition with the proposed line under discussion than either of the two others, but even this would be much longer in distance and moreover would debouch in the direction of Bombay at a more disadvantageous point than Kuchaman Road. In any case the Chamber sees nothing in the construction of the three lines mentioned in your letter to materially affect their former decision in favour of the Sirsa-Kuchaman line, and provided Government is satisfied with the financial capacity of the promoters or the Syndicate which they represent, my Committee would be glad to learn that the construction of the line had received the support of the Bombay Government.—I have, &c.,

JOHN MARSHALL, Secretary.

THE NAGDA-BARA MUTTRA LINE.

BOMBAY CHAMBER OF COMMERCE, *5th December* 1898.

The SECRETARY to GOVERNMENT, P. W. Department (Railways), Bombay.

SIR,—The Secretary of the Bengal Chamber of Commerce has forwarded to the Committee of the Bombay Chamber of Commerce a copy of a letter No. 1470 of 1898, addressed to the Secretary to Government of Bengal in the Railway Department, with reference to the proposed increase of facilities for communication between Calcutta and the N. W. Provinces and the Punjab. Attached to the

said copy is one of a letter addressed by the Upper India Chamber of Commerce under date 13th September 1898, to the Secretary to Government, N. W. Provinces and Oudh, P. W. Department, urging in preference to the recommendations of the Bengal Chamber of Commerce the greater expediency of completing the connection between the said Provinces and those Ports that afford the most direct communication with Europe. The Secretary to the Upper India Chamber of Commerce has also kindly furnished a copy of a letter addressed by him to Government on the same subject under date 21st November.

2. The Committee of the Bombay Chamber of Commerce while aware that the period immediately preceding the 15th May of each year was named by the Hon'ble Mr. Trevor, on the 25th March 1897, as that most suitable for representations to the Government of India on the subject of Railway proposals, recognise that the fact of Government's being now moved in the interests of Railway systems tending towards Calcutta and Karrachee respectively may obscure the extreme importance of one project of Railway extension which it has been the privilege of this Chamber to bring before Government from time to time.

3. Under instructions from the Committee of this Chamber I therefore have the honour to crave the attention of Government for the important pronouncement made by the public body representing the commerce of the N. W. Provinces and Oudh and the Punjab in favor of the development of the railway systems tending towards the Western ports. In the letters emanating from that body the notorious and incurable congestion of the Port of Calcutta is repeatedly alluded to, and it is most properly urged that the " interests of merchants and manufacturers in relation " to the export and import trades should be given more " favorable consideration than the endeavours to obtain

" extensions of existing systems for the advantage of Rail-
" way Companies or other vested interests." It is also urged, as has on previous occasions been done by the members of this Chamber and on behalf of the Commerce of Bombay that " the manufacturers and traders in the N.
" W. Provinces feel that they are placed at a disadvantage
" so long as special railway facilities are confined to the
" Port of Calcutta, by which they have consequently to
" import and export their goods, although it is known to
" be one of the most expensive as also probably the most
" dangerous and unsatisfactory of any of the ports in
" British India, necessitating the European traffic to and
" from the N. W. Provinces having to be sent by sea all
" the way round the Indian Continent and back across the
" Peninsula."

4. It is shown that the result of the recent experience in the movement of troops and material has been to demonstrate the paramount importance of direct transit from Western and Southern India towards the Punjab; and although this fact is boldly adduced by the writer of the letter in advocacy of a system that has no southerly trend but cuts across those systems better adapted to the exigencies alluded to, the slight mis-application of what may be taken as an axiom does not weaken the force of that axiom itself. And although the Bombay Chamber of Commerce desires to urge primarily the considerations relating to trade, it is obvious that the obstruction offered to strategic movements of a comparatively leisurely kind by a break of gauge and of continuity in the South-Westerly system has strikingly illustrated the embarrassment and disability that have uniformly and persistently pressed upon trade interests on this side of India.

5. This Chamber has repeatedly had the honor of invoking the good offices of His Excellency the Governor

in favor of the Nagda-Bara-Muttra Extension, and is very sensible of the readiness and cordiality with which the palpable importance of that project has been accorded recognition and support. The predicament in which the trade of the N. W. Provinces with Bombay at present finds itself—with boycott rates on one side and a broken gauge on the other—has been so fully and so convincingly set forth in previous communications from this Chamber that little on that aspect of the question remains to be added. But I am directed to say that while the members of this Chamber are not concerned to deny the impossibility of finding funds for the immediate completion of all the extensions recognised as desirable, and while they perceive with satisfaction from the remarks made by the Hon'ble Mr. Trevor on the 25th March 1897, that Government do not overlook the fact that railway expenditure commonly finds its fullest, though indirect, fruition in expanded revenue accruing to other Departments, they are uncertain whether there be not a slight danger that Government may at times lose sight of the relation existing between railway expenditure undertaken in one region and a truly resultant increase of revenue and wealth arising in another region greatly distant therefrom. A small expansion of revenue in an adjacent region previously unproductive is a phenomenon superficially much more striking and salient than even a large expansion in an already fertile but remote field. And among the contending and complex problems to be dealt with, precedence is therefore apt to be given to a scheme of simple issues as against one of wider bearing and greater usefulness.

6. And yet the issues involved in the Nagda-Bara-Mutra proposals are extremely simple and obvious. The project, as has been repeatedly shown, is one so essential to the efficiency of the main trade routes of India, the develop-

ment of its commerce and the fruition of existent industrial arrangements, that this Chamber finds it difficult to understand the protracted delay in its commencement.

7. I am directed to beg that His Excellency the Governor may be pleased to represent to His Excellency the Governor General in Council that it is a mistake to postpone to the elaboration of systems by which trade is diverted from its natural course and to the construction of lateral extensions, the completion of one of the main routes through which alone such secondary undertakings can find fulfilment; and that, although the pressure upon trade produced by such a break in system as at present exists may not be flagrantly obvious, it is not the less operative in sapping and retarding the prosperity on which all revenue ultimately depends. An evil of this nature is endured by trade just as other malign though accustomed conditions are supported; and in the end commerce no doubt adapts itself and takes the line of least resistence, but it is impossible to estimate the loss entailed by the forcible displacement of trade from one seat or from one channel to another necessitated by the protracted persistence of such disabilities as are imposed by the neglect of the Nagda-Bara-Mutra line.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 80 of 1899.

P. W. Department, Railway Branch,
Bombay Castle, 14*th January* 1899.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—In reply to your letter dated 5th December 1898, regarding the Nagda-Bara-Muttra Railway extension, I am directed to state that a copy of your letter has been forwarded to the Government of India who have also been addressed by this Government on the scheme.—I have, &c.,

J. WILLCOCKS, Under-Secretary to Government.

APPENDIX R.

RAILWAY RATES.

No. 1190 of 1898.

P. W. Department, Railway Branch,
Bombay Castle, 19*th April* 1898.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to the correspondence ending with my letter No. 2183, dated the 8th September 1896, I am directed to forward, herewith, for the information of the Chamber, a copy of a letter from the Government of India in the Public Works Department, No. 343 R. T., dated 30th March 1898, and its accompaniment, which would appear to dispose of the question regarding the alleged preferential rates of railway carriage which prevail between the North-Western Provinces and the Punjab and Calcutta.—I have, &c.,

J. F. PEREIRA,
For Under-Secretary to Government.

Copy of a letter *No.* 343 *R. T., dated* 30*th March* 1898, from the Secretary to the Government of India, P. W. D., to the Secretary to the Government of Bombay, P. W. D., Railway Branch.

I am directed to acknowledge the receipt of your letter No. 449 dated the 10th February 1898, enquiring whether the Government of India intend to take any steps relative to the request of the Bombay Chamber of Commerce for the appointment of a Railway Commission to enquire into the preferential rates which, it is alleged, prevail between the North-Western Provinces, the Punjab and Calcutta.

2. In reply, I am to refer you to the Minutes of the meeting held at Jubbulpore, between representatives of the East Indian, Indian Midland and Great Indian Peninsula Railways on the 7th February 1898, a copy of which is enclosed, herewith, and which appears to dispose of the question raised by the Bombay Chamber of Commerce.

Minutes of a Meeting at Jubbulpore, on Monday, 7th February 1898, between the Agents, Great Indian Peninsula, East Indian, and Indian Midland Railways.

MR. G. A. BARNETT, C. I. E., Agent,
Great Indian Peninsula Railway.
MR. A. MUIRHEAD, General Traffic Manager,
Great Indian Peninsula Railway.
COL. R. GARDINER, R. E., Agent,
East Indian Railway.
MR. W. A. DRING, General Traffic Manager,
East Indian Railway.
MR. F. T. RICKARDS, Agent,
Indian Midland Railway.
MR. W. B. WRIGHT, General Traffic Manager,
Indian Midland Railway.

The meeting was held to discuss certain questions in regard to competitive traffic, and was in continuation of a meeeing between the General Traffic Managers of the three railways, held at Jubbulpore on the 3rd January 1898.

The point put forward for consideration by the East Indian Railway was as follows :—

Competition between the Jubbulpore and Itarsi routes for traffic between Cawnpore, via Cawnpore, Oudh and Rohilkhand Railway and Bombay, Baroda and Central India Railway, and the length of the East Indian Railway between Khaga and Etawah—and Bombay and other stations on the Great Indian Peninsula Railway, Itarsi and West of Itarsi, and via those stations.

I.—On this subject, the Agent, Great Indian Peninsula Railway, stated that he was prepared at once to quote the same mileage rates *via* Jubbulpore for competitive traffic as are quoted *via* Itarsi. In any through rates *via* Jubbulpore, the East Indian Railway being permitted to accept less than a mileage division ; but in no case, the East Indian Railway rate to be higher. This proposal is conditional on the East Indian Railway agreeing to the following :—

(*a*) To quote through rates with the Great Indian Peninsula and Indian Midland Railways in mileage proportion between Bombay and Great Indian Peninsula Railway stations,

Bombay to Itarsi, and stations on the East Indian Railway and connected railways beyond Agra, to equalize with the metre-gauze routes *via* Agra and *via* Delhi, and to maintain such equalization.

(*b*) The East Indian Railway to recognize the right of the Great Indian Peninsula Railway to maintain the same mileage rates from any station on the East Indian and *via* to Bombay, as the East Indian Railway quote to Howrah from the same station.

(*c*) The East Indian Railway to asisst in the quotation of through rates between Nagpur and stations on the Nagpur Branch of the Great Indian Peninsula Railway, and East Indian Railway and connected railways, *via* Jubbulpore, on the same principle as the rates between Cawnpore and Bombay.

II.—(*a*) The Agent, Indian Midland Railway, submitted the following proposals:—

First.—The quotation of equal rates in mileage proportion between the Great Indian Peninsula and East Indian Railways *via* Jubbulpore, with those in force *via* Itarsi, for traffic to and from all stations on the Great Indian Peninsula Railway west of Itarsi, including Bombay and Cawnpore and *via*, and stations on the East Indian Railway between Khaga and Etawah.

Second.—The quotation of equal rates in mileage proportion between the East Indian and Indian Midland Railways *via* Manikpur, with those in force *via* Tundla, for traffic to and from all stations on the East Indian Railway east of Manikpur, including Howrah and Agra and *via*.

Third.—The quotation of the same mileage rates *via* Manikpur to other stations on the Indian Midland Railway as charged for the same traffic in booking to and from Howrah *via* Cawnpore.

Fourth.—The quotation of equal mileage rates between Agra Junction and stations on the East Indian Railway, including *via* Ghaziabad and Delhi and *via*.

Fifth.—A similar treatment of rates to be allowed by the alternative route between Katni and Itarsi when the Saugor-Katni extension of the Indian Midland Railway is opened when the difference in the distance by the existing route *via* Jubbulpore will be 95 miles only shorter than the new route by way of the Indian Midland Railway.

(*b*) The first proposal being, it must be understood, entirely conditional upon a satisfactory agreement being come to in regard to the remaining proposals.

(*c*) The principle upon which the second and fifth proposals are based is the one advocated at the meeting between the General Traffic Managers of the three companies at Jubbulpore on the 3rd of January 1898, when the General Traffic Manager of the East Indian Railway recorded (*vide* paragraph VI) that he was "prepared to recommend a similar treatment of rates by other *alternative* routes to the same destination, to that proposed by him in regard to the Cawnpore-Bombay traffic."

(*d*) The third proposal was agreed to by the General Traffic Manager of the East Indian Railway at the same meeting, *vide* clause 2 of paragraph IV.

(*e*) The fourth proposal was also accepted by the General Traffic Manager of the East Indian Railway at the same meeting (*vide* paragraph VI) subject to the modifications stated therein.

In order to give practical effect to the intention conveyed in the above proposals, it is considered that there shall be a division of the traffic in proportionate shares by a general pool between—

(1) Bombay and other stations on the Great Indian Peninsula Railway west of Itarsi, which come within the sphere of the alternative routes *via* Jubbulpore and *via* Itarsi—

and

Cawnpore and *via* including stations from Khaga to Etawah.

(2) All traffic between Calcutta and other stations on the East Indian Railway east of Manikpur which come within the sphere of the alternative routes *via* Tundla and *via* Jhansi—

and

Agra and *via* including stations on the metre gauge section of the Rajputana Railway and stations up to Hetampur on the Agra section on the Indian Midland Railway.

III.—After discussion, the following basis of settlement was arrived at and recorded :—

1. *Traffic between Cawnpore and* via *(for foreign lines), and the length of the East Indian Railway, Khaga to Etawah ; and Itarsi and stations on the Great Indian Peninsula Railway between Itarsi and Bombay, including Bombay, and* via *those stations.*—The rates

via the two routes, *viz.*, *via* Jubbulpore and *via* Itarsi, to be the same; the Great Indian Peninsula Railway to receive for carriage of *via* Jubbulpore traffic the same rate to or from Itarsi as to or from *via* Itarsi on *via* Itarsi traffic, and the balance of the charge *via* Jubbulpore to be divided between the Great Indian Peninsula Railway and East Indian Railways in mileage proportion, provided that the East Indian Railway proportion shall be in no case less than its authorised minimum.

2. *Traffic between Agra and* via *(for foreign lines); and Manikpur and stations on East Indian Railway and connected Railways east of Manikpur and* via, *including Howrah.*—The rate *via* the two routes, *viz.*, *via* Manikpur and *via* Tundla, to be the same; the East Indian Railway to receive for carriage of the *via* Manikpur traffic the same rate to or from Naini Junction as to or from *via* Naini, on *via* Tundla traffic, and the balance of the charge *via* Naini to be divided between the East Indian and Indian Midland Railways in mileage proportion, provided that the Indian Midland Railway proportion shall be in no case less than its authorised minimum.

3. *Traffic between Delhi,* via *Delhi, Ghaziabad and* via *Ghaziabad; and Bombay.*—Rates by the broad gauge route to be so adjusted as to effect and maintain equalization with the quotations by the narrow gauge route *via* Sabarmati. Rates so arrived at by the broad gauge route to be divided in mileage proportion between the three railways, *viz.*, the East Indian, Indian Midland and Great Indian Peninsula Railways.

4. *Traffic between the East Indian Railway length, Agra to Delhi, and* via *stations on the length; and Bombay,* to be included under head 3, as regards equalization, the East Indian Railway receiving mileage proportion, subject to a minimum of *one* anna per maund.

5. The East Indian Railway to recognize the right of the Great Indian Peninsula Railway to maintain when necessary, by reduction in its own proportion, the same mileage rates from any station on the East Indian Railway and *via* to Bombay, as the East Indian Railway quote to Howrah, from the same station.

After such reduction by the Great Indian Peninsula Railway effecting equal mileage rates on the through distances to the two ports of Calcutta and Bombay, no following reductions to be made by the East Indian Railway.

6. *Traffic between Howrah ; and Indian Midland Railway* via *Manikpur, and* via *Cawnpore.*—The same mileage rates to be quoted by the East Indian Railway *via* Manikpur, Indian Midland Railway, for stations other than Agra, as for *via* Cawnpore, Indian Midland Railway.

7. The East Indian Railway to withdraw the enhanced rates for coaching traffic between *via* Agra; and Delhi and Ghaziabad, and beyond, quoted in its Rate Circular No. 1 of 1898, and to revert to the previous quotations.

8. This Agreement shall be subject to cancelment by three months' notice from any one of the three railways concerned, and shall be cancelled in whole only, not with respect to individual clauses.

9. It was agreed that pending an arrangement for the general division of the Cawnpore and Agra traffic referred to in clause III, 1 and 2, of this agreement, the system of division of grain and seeds traffic in force prior to the 1st January 1898 should be reverted to, all commodities being included in the arrangement.

The proportions are 9/16 to Indian Midland Railway route for Cawnpore and *via* Cawnpore traffic, and 7/16 to East Indian Railway.

For Agra traffic 9/16 to East Indian Railway and 7/16 to Indian Midland Railway. For traffic to and from the Khaga-Etawah length, ½ to East Indian Railway, and ½ to Indian Midland Railway.

The rates to be charged by both routes are those quoted *via* Itarsi in the Great Indian Peninsula and Indian Midland Railway Rate Circulars of the 20th November 1897, and shall have effect from 1st January 1898. The routing of traffic to be as followed until the 15th February, when the routing herein agreed upon shall be followed. A weekly adjustment to be effected at Agra and Cawnpore, respectively.

10. The Indian Midland Railway representatives referred to a scheme for adjustment of traffic by means of pooling, and promised to submit this scheme for consideration.

JUBBULPORE, 7th February 1898.

APPENDIX S.

CARRIAGE OF MATCHES BY RAILWAY.

No. 981 OF 1898.

P. W. DEPARTMENT, RAILWAY BRANCH,

BOMBAY CASTLE, *29th March* 1898.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to correspondence ending with your letter dated 11th November 1897, I am directed to forward herewith, for the information of the Chamber, a copy of a circular* by the Government of India in the Public Works Department, No. 1 Railway, dated 3rd March 1898 and enclosure, sanctioning the adoption of the modified Rule III, Appendix A, of the General Rules of 1895, for working open lines of Railway in British India, administered by the Government, and directing that "safety" matches should be held as coming under the definition of "lucifer" matches, and that no distinction should be observed between "safety" and other matches in regard to packing and conditions of carriage.—I have, &c.,

J. WILLCOCKS,

Under-Secretary to Government.

* Published in Chamber's Report for 1897 (pp. 749-753).

APPENDIX T.

COTTON DUTIES AND TARIFF ACTS.

BOMBAY CHAMBER OF COMMERCE, *25th January* 1898.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—The attention of the Chamber has been called to a proposal which it is believed is now before you for an alteration in the mode of assessment in respect of zinc paints. It is pointed out that the duty charged on zinc paint has hitherto been 5 per cent. *ad valorem* on all qualities, and that Government now contemplate assessing all paints containing zinc at the value of genuine zinc paint, thus raising the duty by about 50 per cent. on inferior qualities.

The Committee would be glad to know if this information is correct, and if so, what the reasons are for the proposed change.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 3036 OF 1898.

BOMBAY CUSTOM HOUSE, *15th February* 1898.

From R. M. KENNEDY, Esq., I.C.S., Collector of Land Revenue, Customs and Opium, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated the 25th January 1898, I have the honour to inform you that there is no proposal before me for an alteration in the mode of assessment in respect of zinc paints.

2. White-lead paints and white zinc paints are assessed to duty under existing orders not at market values but at tariff rates. But it has been ruled that when they contain a small quantity of white-lead or white zinc they may be assessed at market values.

3. These are the working orders. The modification under which paints with a small percentage of white-lead or white zinc are admitted at market values is dated 8th April 1895.

4. I presume that you would suggest that the existing orders should be modified in the direction of charging white paints not marked zinc or lead on market values when they contain a fixed percentage of zinc or lead, and on tariff rates when they contain more than that percentage, as the tariff values are the market selling prices for genuine zinc or lead paints.

5. What that percentage should be you have not suggested.—I have, &c.,

R. M. KENNEDY,
Collector of Customs and Opium.

BOMBAY CHAMBER OF COMMERCE, *3rd March* 1898.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—I have laid before the Committee of the Chamber your letter No. C-3036 of the 15th ultimo, on the subject of the mode of assessment in respect of zinc paints.

2. In thanking you for the information therein conveyed, I am directed to say that you are correct in assuming that my Committee would favour a modification of the existing orders in the direction of charging pure zinc and lead paints at tariff values and the lower grades—which only contain percentages of zinc or lead—at market values. My Committee, however, have not been able to ascertain with sufficient exactitude a precise percentage at which a line should reasonably be drawn, nor has a reference to importing firms in the trade elicited any reliable information on this point. Beyond the broad suggestion, therefore, they are unable to give any further information on the subject.—I have, &c.,

JOHN MARSHALL, Secretary.

No. C-7136 OF 1898.

BOMBAY CUSTOM HOUSE, 21*st April* 1898.

From W. T. MORISON, Esq., I.C.S., Collector of Land Revenue, Customs and Opium, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter, dated 3rd ultimo, on the subject of the assessment of zinc paints, and to state, for the information of the Chamber, that it has been decided to adopt here the system followed at both Calcutta and Madras, viz. :—

(*a*) to assess *dry* red-lead, *dry* white-lead or *dry* white zinc, whether pure or adulterated, at the tariff values ;

(*b*) to assess, *ad valorem*, all such paints when mixed with oil.—I have, &c.,

W. T. MORISON, Collector of Customs and Opium.

No. C-21475 OF 1898.

BOMBAY CUSTOM HOUSE, 6*th December* 1898.

From W. T. MORISON, Esq., I.C.S., Collector of Land Revenue, Customs and Opium, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to send herewith copy of Mr. Robertson's letter, dated the 30th November, and to request that you will be good enough to favour me with the Chamber's recommendations before the 20th instant.—I have, &c.,

W. T. MORISON, Collector of Customs and Opium.

No. 5305-S. R.

FINANCE AND COMMERCE DEPARTMENT,
CALCUTTA, 30*th November* 1898.

DEAR SIR,—Please refer to Mr. O'Conor's demi-official of 9th December 1897, and your reply thereto.

The time has arrived for again taking up the question of revising the tariff valuations, and it is necessary to compare them with actual values. I am therefore desired to ask you to kindly suggest revised values in regard to such tariffed articles as are imported in fairly large quantitites into Bombay. Your suggestions should reach us in time to enable the Government to consider the matter at an early date. No doubt you will be able to give them before the end of next month.—Yours, &c.,

J. A. ROBERTSON.

BOMBAY CHAMBER OF COMMERCE, 19*th December* 1898.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. C-21475 of the 5th instant, with accompaniment, and in accordance with your request to hand you a statement showing the articles respecting which the Committee would suggest the tariff valuations being altered in the manner indicated.

2. Should the Chamber's proposals meet with the approval of Government, the Committee would further suggest that the revised valuations be brought into force from 1st April 1899, in order to admit of the liquidation of existing stocks.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. in Tariff Schedule.	Names of Articles.	Per	Present Valuation.			Proposed Valuation.		
			Rs.	a.	p.	Rs.	a.	p.
15	Iron, flat, square, and bolt, including Scotch	Ton.	100	0	0	97	0	0
„	Nail rods	„	104	0	0	100	0	0
„	Sheet Iron...	„	122	0	0	117	0	0
„	Steel Hoops	„	145	0	0	140	0	0
8	Sugar, Crystallised and Soft, from China	cwt.	12	0	0	11	0	0
	DYEING AND TANNING MATERIALS.							
12	Alizarine dye, dry, 40 per cent.	lb.	1	5	0	1	1	0
„	Do. do. 50 „	„	1	8	0	1	3	0
„	Do. do. 60 „	„	1	12	0	1	8	0
„	Do. do. 70 „	„	2	0	0	1	12	0
„	Do. do. 80 „	„	2	4	0	1	15	0
„	Do. do. 100 „	„	2	10	0	2	4	0
„	Do. dye, liquid, 10 „	„	0	4	6	0	3	6
„	Do. do. 16 „	„	0	6	6	0	4	9
„	Do. do. 20 „	„	0	8	6	0	6	6
„	Aniline dye, dry	„	1	8	0	1	4	0
„	Do. liquid, indigo blue ...	„	0	8	0	0	7	6
„	Aniline Salt or Printing Black ...	„	1	8	0	0	8	0

FREDERICK NOEL PATON, Secretary,
Bombay Chamber of Commerce.

No. 7068 OF 1898.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *4th November* 1898.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, copy of a letter No. 4429-S. R., dated 12th October 1898, addressed by the Government of India to the Manager, Standard Oil Company of New York, Calcutta, regarding the method to be followed in assessing mineral oil to import duty.—I have, &c.,

H. S. LAWRENCE,
Under-Secretary to Government.

No. 4429-S. R.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SIMLA, *12th October* 1898.

To C. C. CAMPBELL, Esq., Manager, Standard Oil Company of New York, Calcutta.

SIR,—I am directed to acknowledge the receipt of your letters, dated the 24th April 1897, and 19th September 1898, objecting to the method at present followed in assessing mineral oil to import duty based on actual measurement without regard to temperature, and stating that the only equitable way of measuring the oil would be to deduce the contents of the package by means of hydrometric tests and calculations based on the weight of the oil and its specific gravity at a temperature of 62° Fahrenheit.

2. In reply, I am to say that after fully considering your suggestion and making inquiry from Local Governments and others, the Government of India have come to the conclusion that, of the three methods of assessing mineral oil to import duty, viz., (1) by volume, (2) by weight and (3) by value, the first, which is that prescribed by No. 16 of the Indian Tariff Act VIII of 1894 and which has been in force for the last ten years, is the best suited for the purpose. It is not practicable to make allowances for temperature, and the oil must be dealt with in the condition in which it actually is at the time it becomes liable to duty. Moreover, as any change in the method of levying duty on mineral oil might differently affect the several kinds of that oil in the market, it is in the opinion of the Government o

India not expedient to alter the conditions under which the trade in that article has been so long carried on.—I have, &c.,

J. A. ROBERTSON,
Offg. Asstt. Secy. to the Govt. of India.

No. 5867 OF 1898.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *13th September* 1898.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, copies of a Resolution of the Government of India, Finance and Commerce Department, Statistics and Commerce, Customs, No. 3650-S. R, dated 22nd ultimo, and its accompaniment.—I have, &c.,

H. S. LAWRENCE, Under-Secretary to Government.

No. 3650-S.R.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
CUSTOMS.

RESOLUTION.

SIMLA, *22nd August* 1898.

In 1896 it was found necessary to revise schedules II to V of the Indian Tariff Act, VIII of 1894, as amended by Act XVI of that year. Revised schedules were accordingly substituted by Act III of 1896 which came into force on the 3rd February 1896. Since then the Government of India have found it necessary to revise the valuations of certain of the articles in schedule IV to which tariff values are assigned, and to exempt from import duty certain articles in the schedule. It has also been considered necessary to modify some of the entries in the schedule. The modifications and alterations alluded to have been numerous, and it accordingly seems desirable for the general convenience to issue a revised schedule embodying all the alterations made since the Act was passed. Accordingly, a reprint of schedule IV revised up to date is appended to this resolution, a reference being given in foot-notes to the notifications authorising the modifications which have been issued by this Department in exercise of the powers conferred by sections 22 and 23 of the Sea Customs Act, VIII of 1878, and have, therefore, the force of law.

SCHEDULE IV.—(IMPORT TARIFF.)

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation. Rs. a.	Duty.
	ANIMALS, LIVING.			
1	HORSES, CATTLE, SHEEP, and all others living animals of all kinds	.....	...	Free
	ARTICLES OF FOOD AND DRINK.			
2	COFFEE	cwt.	(a) 50 0	Five per cent.
3	FRUITS, AND VEGETABLES, except fresh fruits and vegetables not separately enumerated, which are free—			
	Almonds *without shell* ...	,,	(a) 50 0	,,
	,, *in the shell* ...	,,	(a) 14 0	,,
	Cashew or cajoo kernels ...	,,	(a) 14 0	,,
	Cocoanuts	thousand.	35 0	,,
	,, kernel (khopra)..	cwt.	(a) 12 0	,,
	Currants, European, in cases...	,,	(a) 14 0	,,
	,, ,, in cans.	,,	(a) 25 0	,,
	,, Persian	,,	14 0	,,
	Dates dry, in bags... ...	,,	5 8	,,
	,, wet ,, ...	,,	4 0	,,
	,, ,, in pots and boxes	,,	8 8	,,
	Figs, Persian, dried ...	,,	8 0	,,
	Garlic	,,	5 0	,,
	Hops	.....	...	Free.
	Pistachio nuts	cwt.	(a) 35 0	Five per cent.
	Prunes, Bussora (alu-Bokhara)...	,,	(a) 25 0	,,
	Raisins, black	,,	(a) 12 0	,,
	,, kishmish, Persian Gulf and Red Sea	,,	(a) 12 8	,,
	,, Munakka, Persian Gulf and Red Sea	,,	(a) 8 0	,,
	,, other sorts ...	.....	*ad valorem*	,,
	Walnuts	cwt.	(a) 8 0	,,
	All other sorts of fruits and vegetables	.....	*ad valorem*	,,
4	GRAIN AND PULSE, including broken grain and pulse, but not including flour	.....	...	Free.
5	MINERAL AND ÆRATED WATERS, and all unfermented and non-alcoholic beverages ...	.....	*ad valorem*	Five. per cent.

(a) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S. R., dated the 9th March 1898.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff valuation. Rs. a.	Duty.
	ARTICLES OF FOOD AND DRINK—*contd.*			
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—			
	Bacon in canvas and cans, jowls and cheeks ...	lb.	(*a*) 0 12	Five per cent.
	Beef and Pork ...	tierce of 3 cwt.	100 0	"
		barrel of 2 cwt.	75 0	"
	Bichede mer	cwt.	50 0	"
	Butter	lb.	1 0	"
	Cheese	"	(*b*) 0 12	"
	China preserve	box of six jars.	5 8	"
	" fruit preserves, dry candied	lb.	0 5	"
	Cocum	cwt.	5 0	"
	Fish-maws (*c*)	"	100 0	"
	Flour	barrel or sack of 200 lb.	(*b*) 15 0	"
	Ghî	cwt.	40 0	"
	Groceries not otherwise described	.....	*ad valorem*	"
	Pork hams	lb.	(*b*) 0 12	"
	Sago...	cwt.	(*d*) 7 8	"
	Shark-fins (*c*)	"	40 0	"
	Singally and sozille ...	"	25 0	"
	Tapioca	"	9 8	"
	Vinegar, European, in wood	Imperial gallon.	1 0	"
	" Persian	"	1 8	"
	" country	"	0 6	"
	All other sorts of provisions, oilman's stores and groceries	.....	*ad valorem*	"
7	SPICES—			
	Betelnuts—Goa	cwt.	(*b*) 12 8	"
	" —in the husk ...	thousand.	2 0	"
	" —all other sorts...	.....	*ad valorem*	"
	Cardamoms, Ceylon ...	cwt.	(*b*) 225 0	"
	Chillies, dry	"	(*b*) 13 0	"
	Cloves	cwt.	(*e*) 28 0	"
	" stems and heads ...	"	4 0	"
	Cloves in seeds, narlavang..	"	(*b*) 5 0	"
	Ginger, dry...	"	(*b*) 12 0	"
	Mace	lb.	1 8	"

(*a*) Fixed by the Notification in the Finance and Commerce Department, No. 2434-S.R., dated the 28th May 1898.

(*b*) Fixed by the Notification in the Finance and Commerce Department, No. 1137-S.R., dated the 9th March 1898.

(*c*) "Fish-maws" and "shark-fins" were exempted from duty by the Notification in the Finance and Commerce Department, No. 4611-S. R, dated the 29th Oct. 1896.

(*d*) Fixed by the Notification in the Finance and Commerce Department, No. 1722-S.R., dated the 15th April 1897.

(*e*) Fixed by the Notification in the Finance and Commerce Department, No. 3154-S.R., dated the 16th July 1898.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	ARTICLES OF FOOD AND DRINK—*concld.*		Rs. a.	
7	SPICES—*contd.*			
	Nutmegs	lb.	(*a*) 0 12	Five per cent.
	„ in shell	„	0 8	„
	Pepper, black	cwt.	(*b*) 25 0	„
	„ long	„	(*a*) 20 0	„
	„ white	„	(*a*) 34 0	„
	All other sorts of spices ...	...	*ad valorem*	„
8	SUGAR, China, candy	cwt.	20 0	„
	„ loaf	„	(*a*) 15 0	„
	„ crystallised, beet ...	„	(*a*) 11 0	„
	„ „ and soft, from China.	„	(*a*) 12 0	„
	„ „ and soft, from Mauritius	„	11 0	„
	„ soft or raw, other than from Mauritius or China.	„	10 0	„
	„ all other sorts, including saccharine produce of all kinds and confectionery.	...	*ad valorem*	„
9	TEA, black	lb.	0 8	„
	„ green	„	(*a*) 0 10	„
	CHEMICALS, DRUGS, MEDICINES AND NARCOTICS AND DYING AND TANNING MATERIALS.			
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	lb.	(*a*) 0 1½	„
	Alkali, country (sajji-khar)	cwt.	1 8	„
	Alum	„	(*a*) 4 10	„
	Arsenic	„	21 8	„
	„ China mansil ...	„	17 0	„
	Bicarbonate of soda ...	„	7 0	„
	Copperas, green	„	3 0	„
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, and including detonators and blasting fuse	...	*ad valorem*	„
	Sal ammoniac	cwt.	(*a*) 26 0	„
	Sulphate of copper ...	„	(*a*) 17 8	„

(*a*) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1898.

(*b*) Fixed by the Notification in the Finance and Commerce Department, No. 3154-S.R., dated the 16th July 1898.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	CHEMICALS DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS—*contd.*		Rs. a.	
10	CHEMICAL PRODUCTS AND PREPARATIONS—*concld.*			
	Sulphur (brimstone), flour..	cwt.	6 0	Five per cent.
	„ („), roll...	„	5 12	„
	„ („), rough	„	4 8	„
	All other sorts of chemical products and preparations, including saltpetre and borax	...	*ad valorem*	„
11	DRUGS, MEDICINES, AND NARCOTICS—			
	Aloes, black	cwt.	(a) 15 0	„
	„ Socotra	„	30 0	„
	Aloe-wood	lb.	6 0	„
	Asafœtida (hing)	cwt.	65 0	„
	„ coarse (hingra)...	„	(a) 25 0	„
	Atary, Persian	„	15 0	„
	Banslochan (bamboo camphor)	lb.	0 4	„
	Brimstone (amalsara) ...	cwt.	(a) 35 0	„
	Calumba or Colombo root...	„	7 0	„
	Camphor, Bhimsaini (baras)	lb.	70 0	„
	„ refined, cake ...	„	(a) 1 2	„
	„ crude, in powder..	„	0 12	„
	Cassia lignea	cwt.	(a) 28 0	„
	China root (chobchini), rough	„	8 0	„
	China root (chobchini), scraped	„	17 8	„
	Cubebs	„	(a) 15 0	„
	Galangal, China	„	7 0	„
	Pellitory (akalkara) ...	„	(a) 30 0	„
	Peppermint crystals, from China and Japan ...	lb.	(a) 7 0	„
	Quinine and other alkaloids of chinchona	...	...	Free.
	Salep	cwt.	80 0	Five per cent.
	Senna leaves	„	(a) 5 0	„
	Storax, liquid (rose melloes)	„	(a) 40 0	„
	Tobacco, unmanufactured..	...	...	Free.
	„ manufactured ...	...	*ad valorem*	Five per cent.
	All others sorts of drugs, medicines, and narcotics, except opium (for which see Schedule III) ...	...	„	„

(a) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1898.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS—*concld.*		Rs. a.	
12	DYEING AND TANNING MATERIALS—			Five per cent.
	Alizarine dye, dry, 40 per cent.	lb.	(*a*) 1 5	"
	" " 50 "	"	(*a*) 1 8	"
	" " 60 "	"	(*a*) 1 12	"
	" " 70 "	"	(*a*) 2 0	"
	" " 80 "	"	(*a*) 2 4	"
	" " 100 "	"	(*a*) 2 10	"
	" dye, liquid 10 "	"	(*a*) 0 4½	"
	" " 16 "	"	(*a*) 0 6½	"
	" " 20 "	"	(*a*) 0 8½	"
	Aniline " indigo blue	"	(*a*) 0 8	"
	" " dry	"	(*a*) 1 8	"
	Avar bark	cwt.	(*a*) 3 8	"
	Buzgand (gulpista)... ...	"	(*a*) 34 0	"
	Cochineal	lb.	1 2	"
	Gallnuts (myrabolams) ...	cwt.	(*a*) 3 0	"
	" Persian	"	35 0	"
	Madder or manjit	"	(*a*) 11 0	"
	Orchilla weed	"	(*a*) 4 0	"
	Sappan wood and root ...	"	5 8	"
	All other sorts of dyeing and tanning materials... ...	...	*ad valorem*	"
	METALS AND MANUFACTURES OF METALS.			
13	HARDWARE AND CUTLERY (*b*) including ironmongery and plated-ware, and also including machines, tools, and implements to be worked by manual or animal labour, except water-lifts, sugar-mills, oil-presses and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry which the Governor General in Council may, by notification in the Gazette of India, exempt, all of which are free	...	"	"

(*a*) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1898.

(*b*) The undermentioned articles used in the manufacture of cotton were exempted from duty by the Notification in the Finance and Commerce Department, No. 756-S.R., dated the 14th February 1896 :—

Bobbins (warping), forks for looms, healds, heald cords, head knitting needles, laces, legs and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
14	MACHINERY, namely, prime-movers, and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam-rollers, fire-engines and other machines in which the prime-mover is not separable from the operative parts			
	MACHINERY, (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire, or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and which are intended for—	.....	...	Free
	(a) the preparing, ginning, pressing, spinning, weaving, sewing, knitting, bleaching and dyeing of cotton, jute, hemp, silk, wool or other fibres and any other process intervening between the raw material and the finished product as packed ready for the market;			
	(b) the smelting and milling of iron and other metallic ores and the manufacture of iron, steel, and other metals;			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
14	MACHINERY, (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire, or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and which are intended for—*contd.*			
	(*c*) the manufacture of leather, (*a*) sugar, indigo, silk, paper, soap, gas, oil, flour, cordage, rope, and twine;			
	(*d*) the milling (*b*) of rice;	.....	...	Free.
	(*e*) the manufacture of tea in all its stages, from the drying of the leaf to its packing for the market inclusive;			
	(*f*) the pulping of coffee;			
	(*g*) printing presses;			
	(*h*) foundries and workshops of iron and other metals;			
	(*i*) railway workshops;			
	(*j*) the refining of petroleum, and the manufacture of vegetable oils;			

(*a*) Machinery for the manufacture of articles made of leather was exempted from duty by the Notification in the Finance and Commerce Department, No. 3532-S. R., dated the 12th August 1897.

(*b*) In the letter in the Finance and Commerce Department, No. 5489-S. R., dated the 31st December 1896, the expression "milling of rice" was held to include the "cleaning of rice."

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
14	MACHINERY, (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and which are intended for—*contd.*			
	(*k*) the crushing of bones and bricks;	.....	...	Free.
	(*l*) the manufacture of lac;			
	(*m*) the manufacture of potteries; (*a*)			
	(*n*) sawmills;			
	(*o*) agriculture, mining, navigation, dredging and pumping;			
	(*p*) (*b*) such other manufactures and industries as the Governor General in Council may from time to time specify;			

(*a*) Machinery for the manufacture of tiles and bricks was exempted from duty by the Notification in the Finance and Commerce Department, No. 482-S. R., dated the 28th January 1897.

(*b*) Machinery for the manufacture of paint and composition for application to leather, wood and metals was exempted from duty by the Notification in the Finance and Commerce Department, No. 1793-S-R., dated the 22nd April 1896.

Machinery for the generation of electricity to be used exclusively for purposes of lighting, namely, dynamos and their connections with the prime-movers was exempted from duty by the Notification in the Finance and Commerce Department, No. 4424-S. R., dated the 15th October 1896.

Machinery for the manufacture of matches was exempted from duty by the Notification in the Finance and Commerce Department, No.3540- S. R. dated the 11th August 1897.

Machinery for the treatment of tobacco was exempted from duty by the Notification in the Finance and Commerce Department, No 5490-S. R., dated the 20th December 1897.

Machinery for the manufacture of paraffin candles was exempted form duty by the Notification in the Finance and Commerce Department, No. 1551-S. R., dated the 4th April 1898.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENRRAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	METALS AND MANUFACTURES OF METALS—*contd.*		Rs. a.	
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are owing to their shape or to other special quality, not adapted for any other purpose.			
	Note.—Machinery and component parts thereof made of substances other than metal are included in this entry.			
	MACHINERY and component parts thereof not included in the foregoing exemptions ...	...	*ad valorem*	Five per cent.
15	METALS, unwrought & wrought, and articles made of metals—			
	Brass, beads, ghungri, China	thousand	0 12	,,
	,, foil or dánkpana white 10½ in. × 4½ in. ...	hundred leaves	(*a*) 1 2	,,
	,, foil or dánkpana, coloured, 10½ in. × 4½ in.	,,	(*a*) 1 8	,,
	,, old	cwt.	26 0	,,
	,, sheets, flat or in rolls, very thin	,,	100 0	,,
	,, wire	lb.	0 7	,,
	,, all other sorts... ...	...	*ad valorem*	,,
	(*b*) Copper, Australian ...	cwt.	40 0	,,
	,, bolt	,,	50 0	,,
	,, brazier's and sheets.	,,	45 0	,,
	,, China cash ...	,,	30 0	,,
	(*b*) ,, Japan	,,	39 0	,,

(*a*) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1898.

(*b*) "Copper Australian" and "Copper Japan" were eliminated from the schedule by the Notification in the Finance and Commerce Department, No. 1899-S.R., dated the 20th November 1896.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd*

No.	Names of Articles.	Per	Tariff Valuation. Rs. a.	Duty.
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought & wrought, and articles made of metals—*contd.*			
	Copper, nails and composition nails.... ...	cwt.	50 0	Five per cent.
	„ old	„	33 0	„
	„ pigs and slabs ...	„	38 0	„
	„ sheathing, plate, and raised bottoms.	„	(*a*) 50 0	„
	„ tiles, ingots, cakes, and bricks ...	„	40 0	„
	„ China, white, copperware	lb.	1 2	„
	„ foil or dánkpana, white, 10½ in. × 4½ in.	hundred leaves	(*a*) 1 14	„
	„ foil or dánkpana, coloured, 10½ in. × 4½ in.	„	(*a*) 2 8	„
	„ wire, including wire of phosphor-bronze.	lb.	(*a*) 0 8½	„
	„ all other sorts, unmanufactured and manufactured, except current coin of the Government of India, which is free.	...	*ad valorem*	„
	Gold bullion and coin ...	...	...	Free.
	Gold leaf, European ...	hundred leaves	(*a*) 3 0	Five per cent.
	Iron, anchors and cables ...	...	*ad valorem*	One per cent.
	„ angle, T, and channel...	ton	(*a*) 115 0	„
	„ angle and T (if galvanised)	„	(*a*) 170 0	„
	„ angle and T (if tinned)	...	*ad valorem*	„
	„ bar, plate and sheet, Lowmoor	ton	(*a*) 375 0	„
	„ bar of any kind not specified in this number.	...	*ad valorem*	„
	„ beams, joists, pillars, girders, bridge-work and other descriptions of iron imported exclusively for building purposes	...	„	„
	„ flat, square, and bolt, including Scotch ...	ton	(*b*) 100 0	„

(*a*) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S. R., dated the 9th March 1898.

(*b*) Fixed by the Notification in the Finance and Commerce Department, No. 1722-S. R., dated the 15th April 1897.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	METALS AND MANUFACTURES OF METALS—*contd.*		Rs. a.	
15	METALS, unwrought & wrought, and articles made of metals—*contd.*			
	Iron flat, square, and bolt, including Scotch (if galvanised)	ton	150 0	One per cent.
	„ flat, square, and bolt, including Scotch (if tinned)	...	*ad valorem*	„
	„(*a*)hoop, plate and sheet, other than Swedish...	ton	122 0	„
	„ nails, rose, wire, and flat headed	cwt.	(*b*) 9 0	„
	„ nails, clasp	„	17 0	„
	„ nails, other sorts, including galvanised ...	...	*ad valorem*	„
	„ nail rod...	ton	104 0	„
	„ nuts and bolts	...	*ad valorem*	„
	„ old	cwt.	2 8	„
	„ pig	ton	(*b*) 50 0	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like .	...	*ad valorem*	„
	„ plate (if galvanised) ...	ton	200 0	„
	„ plates, tinned	...	*ad valorem*	„
	„ rails, chairs, (*c*) and fishplates other than those described in No. 93, also spikes (commonly known as dogspikes) (*d*) ...	...	„	„
	„ rice bowls	set of ten	(*e*) 5 0	„
	„ „ „	set of six	(*e*) 2 8	„
	„ „ „ not in sets...	...	*ad valorem*	„
	„ rivets and washers ...	cwt.	10 0	„
	„ „ „ „ (if galvanised)	„	15 0	„
	„ „ „ „ (if tinned)	...	*ad valorem*	„
	„ rod, round, other than Swedish, under half an inch in diameter ...	ton	105 0	„
	„ sheets and ridging, galvanised	cwt.	8 0	„

(*a*) In the Notification in the Finance and Commerce Department, No. 712-S.R., dated the 12th February 1897, hoop iron, galvanised, was declared to be assessable to duty *ad valorem*.

(*b*) Fixed by the Notification in the Finance and Commerce Department, No. 1137-S.R., dated the 9th March 1898.

(*c*) The word "sleepers" was added by the Notification in the Finance and Commerce Department, No. 1844-S.R., dated the 23rd April 1897.

(*d*) The words "lever boxes" were added by the Notification in the Finance and Commerce Department, No. 159-S. R., dated the 11th January 1898.

(*e*) Fixed by the Notification in the Finance and Commerce Department, No. 1722-S.R., dated the 15th April 1897.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	METALS AND MANUFACTURES OF METALS—*contd.*		Rs. a.	
15	METALS, unwrought & wrought, and articles made of metals—*contd.*			
	Iron, sheets and ridging, tinned	...	*ad valorem*	One per cent.
	„ Swedish, flat, square, and bolts	ton	(*a*) 152 0	„
	„ „ nail-rod ...	„	(*b*) 150 0	„
	„ „ round rod, under half an inch in diameter ...	„	(*a*) 152 0	„
	„ wire, including fencing-wire and wire-rope, but excluding wire-netting	...	*ad valorem*	„
	„ all other sorts, including wire-netting ...	...	„	Five per cent.
	Lametta	...	„	„
	Lead, ore, galena	cwt.	12 0	„
	„ pig	„	10 0	„
	„ pipes	...	*ad valorem*	„
	„ sheets	cwt.	12 0	„
	„ „ for tea chests ...	...	...	Free.
	Orsidue and brass leaves, European	lb.	(*a*) 0 14	Five per cent.
	Orsidue and brass leaves, China	„	0 12	„
	Patent or yellow metal, sheathing sheets, and bolts ...	cwt.	40 0	„
	Patent or yellow metal, sheathing sheets, and bolts, old	„	27 0	„
	Quicksilver	lb.	1 8	„
	Shot, bird	cwt.	16 0	„
	Silver bullion or coin, except current coin of the Government of India, which is free	...	*ad valorem*	„
	Steel, angle, channel and spring	„	„	One per cent.
	„ bar and blooms ...	...	„	„
	„ basic, all sorts (other than galvanised or tinned basic steel sheets)	ton	(*a*) 105 0	„
	„ basic, sheets (if galvanised)	„	210 0	„
	„ basic, sheets (if tinned)	„	*ad valorem*	„
	„ beams, joists, pillars, girders, bridgeworks, and other descriptions			

(*a*) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1898.

(*b*) Fixed by the Notification in the Finance and Commerce Department, No. 1722-S.R., dated the 15th April 1897.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	METALS AND MANUFACTURES OF METALS—*contd.*		Rs. a.	
15	METALS, unwrought & wrought, and articles made of metals—*contd.*			
	of steel imported exclusively for building purposes ...	...	*ad valorem*	One per cent.
	Steel cast and blistered of any kind not specified in this number ...	...	„	„
	„ hoops	ton	145 0	„
	„ nails	...	*ad valorem*	„
	„ nuts & bolts & nail-rods.	...	„	„
	„ old	ton	(*a*) 120 0	„
	„ pipes and tubes ...	...	*ad valorem*	„
	„ plates and sheets ...	ton	130 0	„
	„ plates and sheets, other than basic(if galvanised)	„	(*a*)200 0	„
	„ plates and sheets, other than basic (if tinned)..	...	*ad valorem*	„
	„ rails, chairs, (*b*) and fish-plates other than those described in No. 93, also spikes (commonly known as dogspikes) (*c*) ...	...	„	„
	„ rivets and washers ...	ton	(*a*)210 0	„
	„ „ „ (if galvanised) ...	„	(*a*)310 0	„
	„ „ „ (if tinned)	...	*ad valorem*	„
	„ T-bars	ton	(*a*)120 0	„
	„ „ (if galvanised) .	„	180 0	„
	„ „ (if tinned) ...	...	*ad valorem*	„
	„ wire excluding wire-netting	...	„	„
	„ wire-rope	...	„	„
	„ all other sorts, including wire-netting .	...	„	Five per cent.
	Tin, block	cwt.	(*a*)53 0	„
	„ foil, China	lb	0 12	„
	„ other sorts	...	*ad valorem*	„
	Zinc or spelter, nails ...	cwt	20 0	„
	„ „ plates and other shapes, soft	„	18 0	„
	„ „ plates and other shapes, hard... ...	„	13 0	„

(*a*) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1898.

(*b*) The word "sleepers" was added by the Notification in the Finance and Commerce Department, No. 1844-S.R., dated the 23rd April 1897.

(*c*) The words "lever boxes" were added by the Notification in the Finance and Commerce Department, No. 159-S.R., dated the 11th January 1898.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*concld.*			
15	METALS, unwrought & wrought, and articles made of metals—*concld.*			
	Zinc or spelter, sheet or sheathing ...	cwt.	19 0	Five per cent.
	„ „ all other sorts	...	*ad valorem*	„
	All other sorts of metals ...	...	„	„
	OILS.			
16	OILS—			
	Cajeputi	quart	(a) 2 0	„
	Cassia	lb.	(a) 3 12	„
	Cocoanut	cwt.	16 0	„
	Earthnut	„	(a) 18 0	„
	Grass	lb.	(a) 1 8	„
	Jinjili or til	cwt.	(a) 18 0	„
	Linseed, European	Imperial gallon.	2 0	„
	Otto of sorts	ounce.	15 0	„
	Petroleum, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosine, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum ...	Imperial gallon	...	One anna.
	Petroleum, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the			

(a) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1893.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OILS—*contd.*		Rs. a.	
16	OILS—*contd.*			
	batching of jute or other fibre or for lubricating purposes (*a*)	...	*ad valorem*	Five per cent.
	Sandalwood	lb.	(*b*) 6 0	„
	Whale (except spermaceti) and fish	cwt.	15 0	„
	Wood	„	25 0	„
	All other sorts of oils, including paraffin wax	...	*ad valorem*	„
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED.			
17	AMBER, AND ARTICLES MADE OF AMBER, including imitation amber	...	„	„
18	APPAREL, including drapery, haberdashery, and millinery, and military and other uniforms and accoutrements; but excluding cotton-hosiery (for which see No. 44) and boots and shoes (for which see No. 70) and excluding also uniforms, and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free	...	*ad valorem*	„
19	ART, WORKS OF, except statuary and pictures intended to be put up in a public place, which are free	...	„	„
20	ASBESTOS, AND ARTICLES MADE OF ASBESTOS not otherwise described	...	„	„
21	BAGS, CASKS, BOXES, and other packages, empty, of all kinds.	...	„	„
22	BAMBOOS, common, grass, hay, rushes, straw, and leaves ...	...	...	Free.
23	BEADS, of all materials except glass, for which see No. 58, and brass, for which see No. 15			Five
	Beads, China, Ankdána ...	133⅓ lbs.	(*b*) 32 0	per cent.
	„ „ Dagri ...	„	(*b*) 28 0	„
	„ „ Gadgadia ...	„	24 0	„
	„ „ Kamrakhi ...	„	(*b*) 30 0	„

(*a*) Petroleum having its flashing point at or above 200° F., and intended for use as fuel was exempted from duty in excess of 5 per cent, *ad valorem* by the Notification in the Finance and Commerce Department, No. 5536-S.R, dated the 22nd Dec. 1897.

(*b*) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1898.

SCHEDUDE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
23	Beads, China, Lalri ...	133⅓ lbs.	(*a*) 40 0	Five per cent.
	„ „ Naksi ...	„	38 0	„
	„ „ Pakhaváji ...	„	(*a*) 28 0	„
	„ „ Sulemáni ...	„	(*a*) 30 0	„
	All other sorts	...	*ad valorem*	„
24	BELTING of cotton, leather, or other material, for driving machinery	...	...	Free.
25	BONE, INCLUDING WHALEBONE, articles made of	...	*ad valorem*	Five per cent.
26	BOOKS, printed, including covers for printed books, maps, charts, and plans, proofs, music, and manuscripts ...	...	...	Free.
27	BRISTLES AND FIBRE for brushes and brooms... ...	...	...	„
28	BRUSHES AND BROOMS, all sorts.	...	*ad valorem*	Five per cent.
29	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fireclay, earthenware piping, lime, and other kinds not otherwise described	...	„	„
30	CABINET-WARE AND FURNITURE.	...	„	„
31	CANDLES, paraffin	lb.	0 6	„
	„ spermaceti	„	0 7	„
	„ wax	„	1 0	„
	„ all other sorts ...	...	*ad valorem*	„
32	CANES AND RATTANS, ARTICLES MADE OF CANE OR RATTAN, AND BASKET WORK—			„
	Canes, Malacca	dozen	(*a*) 7 0	„
	Rattans	cwt.	10 0	„
	All other sorts	...	*ad valorem*	„
33	CARRIAGES AND CARTS, including bicycles, tricycles, jinrikshas, Bath chairs, perambulators, trucks, wheel-barrows, and all other sorts of conveyances, and component parts thereof	...	„	„
34	CASES (EMPTY) for spectacles, operaglasses, jewellery, and other articles	...	„	„

(*a*) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1896.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
35	CELLULOID, ARTICLES MADE OF, not otherwise described ...	...	*ad valorem*	Five per cent.
36	CHALK, common	...	„	„
	„ French, knife and plate powder, Bath bricks, emery powder, and whiting	...	„	„
37	CHINESE AND JAPANESE-WARE, including lacquered-ware, but excluding earthenware, china, and porcelain (for which see No. 47)	...	„	„
38	CLOCKS, WATCHES, and other timekeepers, and parts thereof	...	„	„
39	COAL, COKE, AND PATENT FUEL.	...	...	Free
40	COIR AND ARTICLES MADE OF COIR, EXCEPT CABLES AND ROPE (for which see No. 42)—			
	Yarn of all kinds	cwt.	(*a*) 6 8	Five per cent.
	All other sorts	...	*ad valorem*	„
41	CORAL, real	...	„	„
42	CORDAGE ROPE, and Twine made of any vegetable fibre—			
	Coir, cables tarred... ...	cwt	17 0	„
	„ rope	„	10 0	„
	Cordage, hemp, European .	„	25 0	„
	„ „ Manila ...	„	28 0	„
	Twine, sail, European ...	lb.	0 9	„
	All other sorts of cordage, rope, and twine	...	*ad valorem*	
43	CORK, AND ARTICLES MADE OF CORK—			
	Bottle-corks	gross	1 8	„
	Vial corks	„	0 8	„
	All other sorts	...	*ad valorem*	„

(*a*) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1888.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
44	COTTON, AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	„ twist and yarn ...	...	...	„
	„ sewing thread ...	...	...	„
	„ Piece-goods, hosiery, and all other manufactured cotton goods not otherwise described...	...	*ad valorem*	Three and one-half per cent.
45	DISINFECTING AND DEODORISING FLUID AND POWDER... ...	...	„	Five per cent.
46	EARTH, COMMON CLAY, AND SAND	...	...	Free.
47	EARTHENWARE (except earthenware piping, for which *see* No. 29), china, china clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
48	EGGS, ostrich and other, not mounted	...	„	„
49	EMERY PAPER AND CLOTH, AND SAND-PAPER	...	„	„
50	FANS OF ALL KINDS, except common palm-leaf fans, which are free	...	„	„
51	FEATHERS, including bird-skins.	...	„	„
52	FIREWORKS, all sorts, including fulminating-powder... ...	...	„	„
53	FLAX, AND ARTICLES MADE OF FLAX, including linen-thread.	...	„	„
54	FLOWERS, ARTIFICIAL, not otherwise described	...	„	„
55	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing and other vessels ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
56	FUR, AND ARTICLES MADE OF FUR, not otherwise described	...	*ad valorem*	Five per cent.
57	GELATINE	...	„	„
58	GLASS, GLASS-WARE, AND FALSE PEARLS—			
	Glass, China, all colours ...	133⅓ lb.	(*a*) 38 0	„
	„ crown colours ...	100 superficial feet.	(*a*) 11 0	„
	„ „ of sizes ...	„	(*a*) 5 0	„
	Pearls, false, bájria ...	lákh	3 0	„
	„ „ boria ...	thousand	0 10	„
	„ „ jauria ...	lákh	6 0	„
	„ „ lolakh ...	thousand	0 8	„
	„ „ nathia ...	„	0 3	„
	„ „ táchia ...	„	0 8	„
	„ „ wattanah ...	lákh	10 0	„
	All other sorts of glass and manufactures of glass, including false pearls and glass beads	...	*ad valorem*	„
59	GUMS, GUM-RESINS, and articles made of gum or gum-resin—			
	Copal	cwt	70 0	„
	Cutch and gambier ...	„	(*a*) 15 0	„
	Gamboge	lb.	1 4	„
	Gum Ammoniac	cwt	15 0	„
	„ Arabic	„	(*a*) 22 0	„
	„ Bdellium (common gum)	„	8 0	„
	„ Benjamin	„	40 0	„
	„ Bysabol (coarse myrrh)	„	(*a*) 20 0	„
	(*b*) Gum Olibanum or frankincense	„	11 0	„
	„ Persian (false) ...	„	(*a*) 9 0	„
	„ Kino	„	10 0	„
	Myrrh	„	33 0	„
	Rosin	„	(*a*) 5 0	„
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha...	...	*ad valorem*	„
60	HAIR of all kinds, and articles made of hair...	...	„	„

(*a*) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1893.

(*b*) Exempted from duty by the Notification in the Finance and Commerce Department, No. 1241-S.R., dated the 19th March 1896.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
61	HEMP, including Manila hemp, and articles made therefrom (except cordage, rope, and twine, for which see No. 42).	...	*ad valorem*	Five per cent.
62	HIDES, AND SKINS (except raw or salted hides and skins, which are free)—			
	Hides, border	each	33 0	„
	„ buffalo	score	70 0	„
	„ cow	„	60 0	„
	Skins, including parchment and vellum, gold-beaters' skins, and all other descriptions of hides or skins	...	*ad valorem*	„
63	HORN	...	...	Free.
	„ articles made of, not otherwise described ...	...	*ad valorem*	Five per cent.
64	INSTRUMENTS (*a*) APPARATUS AND APPLIANCES, and parts thereof—			
	Computing, Dental, Distilling, Diving, Drawing, Educational, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic, (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic (*b*) instruments and apparatus when imported by or under the orders of a railway company, which are free	...	„	Five per cent.
65	IVORY AND IVORY-WARE—			
	Unmanufactured—			
	Elephants' grinders ...	cwt.	350 0	„

(*a*) In the letter from the Finance and Commerce Department, No. 1181-S.R., dated the 16th March 1896, to the Government of Madras, Bombay, Bengal and Burma, it was stated that instruments, apparatus, and appliances when imported by a passenger as part of his personal baggage, and in actual use by him in the exercise of his profession or calling, should be treated as personal effects on which import duty should not be levied.

(*b*) In the letter from the Finance and Commerce Department, No. 3276-S.R., dated the 10th July 1895, to the Government of Bombay, it was stated that, as the heading of No. 64 shews, component parts of Telegraphic instruments and apparatus should be included in this exemption.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
65	IVORY AND IVORY-WARE—*contd.*			
	Unmanufactured—*contd.*			
	Elephants' tusks (other than hollows, centres and points) each exceeding 20lbs. in weight, and hollows, centres and points each weighing 10lbs. and over	cwt.	(*a*)750 0	Five per cent.
	Elephants' tusks (other than hollows, centres and points) not less than 10lbs. and not exceeding 20lbs. each, and hollows, centres and points each weighing less than 10lbs.	,,	(*a*) 650 0	,,
	Elephants' tusks, each less than 10lbs. (other than hollows, centres and points)	,,	(*a*) 500 0	,,
	Sea-cow or moye teeth, each not less than 4lbs.	,,	200 0	,,
	Sea-cow or moye teeth, each not less than 3lbs. and under 4lbs. ...	,,	185 0	,,
	Sea-cow or moye teeth, each less than 3lbs. ...	,,	135 0	,,
	All other sorts, manufactured and unmanufactured	...	*ad valorem*	,,
66	JET, ARTICLES MADE OF... ...	...	,,	,,
67	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silverware, plain { other than European.	tola	1 0	,,
	,, embossed or chased { other than European.	,,	1 4	,,
	All other sorts, except precious stones and pearls, unset, which are free ...	...	*ad valorem*	,,
68	JUTE, raw	...	...	Free.
	,, articles made of, except second hand or used gunny bags, which are free	...	*ad valorem*	Five per cent.
69	LAC, all sorts, and articles made of lac	...	,,	,,

(*a*) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1898.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
70	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery (*a*)	...	*ad valorem*	Five per cent.
71	MANURES of all kinds, including animal bones	...	...	Free.
72	MARINE AND NAVAL STORES, not othewise described	...	*ad valorem*	Five per cent.
73	MATCHES, all sorts	...	"	"
74	MATS AND MATTING—			
	Floor-matting, China and Singapore, of all sorts ...	hundred	60 0	"
	All other sorts, except coir-matting (for which see No. 40)	...	*ad valorem*	"
75	MICA AND TALC, and articles made therefrom	...	"	"
76	MINERALS NOT OTHERWISE DESCRIBED	...	"	"
77	MODELS OF ALL DESCRIPTIONS...	...	"	"
78	MOULDERS' BLACKING AND SAND	...	"	"
79	OILCAKE, also bran, fodder, and cattle-food of all kinds ...	...	...	Free.
80	OIL-CLOTH AND FLOOR-CLOTH, including linerusta, linoleum, and tarpaulins	...	*ad valorem*	Five per cent.
81	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Ochre, other than European, all colours... ...	cwt.	(*b*) 1 4	"

(*a*) Saddlery of a military pattern imported by an officer of Her Majesty's regular force and forming part of the equipment with which he is required to supply himself under army Regulations was exempted from duty by the Notification in the Finance and Commerce Department, No. 397-S.R., dated the 24th January 1898.

(*b*) Fixed by the Notification in the Finance and Commerce Departmet, No. 1187-S.R., dated the 9th March 1898.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
81	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood and metals—*contd.*			
	Paints, composition ...	cwt.	65 0	Five per cent.
	„ patent driers ...	„	10 0	„
	Prussian blue, China ...	lb.	0 8	„
	„ „ European ...	„	1 0	„
	Red lead	cwt.	14 0	„
	Turpentine	Imperial gallon	2 0	„
	Verdigris	cwt.	70 0	„
	Vermilion, Canton... ...	box of 90 bundles	95 0	„
	White lead	cwt.	16 0	„
	White zinc	„	25 0	„
	All other sorts, including glue and putty	...	*ad valorem*	„
82	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing	...	„	„
	„ articles made of paper and papier-mache...	...	„	„
83	PERFUMERY—			
	Gowla, husked and unhusked	cwt.	(a) 40 0	„
	Kapurkachri (zedoary, China)	„	(a) 14 0	„
	Patch leaves (patchouli ...	„	(a) 25 0	„
	Rose-flowers, dried	„	16 0	„
	Rose-water	Imperial gallon.	2 0	„

(a) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1898.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
83	PERFUMERY—*concld.*			
	All other sorts, except perfumed spirit (for which see Schedule III)	...	*ad valorem*	Five per cent.
84	PIPES and other implements used in the consumption of tobacco and other narcotics.	...	"	"
85	PITCH TAR AND DAMMER—			
	Bitumen	...	"	"
	Dammer	cwt.	(*a*) 5 0	"
	Pitch, American and European	"	7 0	"
	" coal	"	(*a*) 3 8	"
	Tar, American and European.	"	6 0	"
	" coal	"	(*a*) 3 8	"
	" mineral	...	*ad valorem*	"
86	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free
87	PLASTER OF PARIS, and articles made of plaster of Paris, not otherwise described... ...	...	*ad valorem*	Five per cent.
88	PLUMBAGO, and articles made of plumbago...	...	"	"
89	PRECIOUS STONES (*b*) AND PEARLS, unset	...	...	Free
90	PULP of wood, straw, rags, paper, and other materials...	...	...	"
91	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, but not including paper	...	...	"
92	RAGS	...	...	"

(*a*) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1893.

(*b*) In the letter from the Finance and Commerce Department, No. 3422-S.R., dated the 8th August 1896, to the Government of Bombay, it was stated that the expression "precious stones" should be held to include the stones generically known as Cambay stones, such as agates, cornelians and onyx.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
93	RAILWAY MATERIAL for permanent-way and rolling stock, namely, cylinders, girders and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, waggons, travellers, trollies, trucks, and component parts thereof; also cranes and water cranes (*a*) and standards, wire, and other material for fencing, when imported by or under the orders of a railway company. Provided that for the purpose of this exemption "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State under the Suzerainty of Her Majesty, and also such tramways as the Governor General in Council may, by notification in the *Gazette of India*, specifically include therein	...	...	Free.
94	SEEDS—			Five
	Castor...	cwt.	(*b*) 6 8	per cent.
	Cummin	,,	(*b*) 20 0	,,
	,, Black	,,	(*b*) 20 0	,,
	Linseed	,,	(*b*) 6 0	,,
	Methi	,,	(*b*) 5 8	,,
	Mustard, rape or sarson ...	,,	(*b*) 7 0	,,
	Poppy...	,,	(*b*) 7 0	,,
	Quince, bihidana	,,	(*b*) 75 0	,,
	Sozira...	,,	(*b*) 28 0	,,
	Til or jinjili	,,	7 0	,,
	All other sorts	...	*ad valorem*	,,
95	SHELLS AND COWRIES—			
	Chanks—large shells, for cameos	hundred	7 0	,,
	,, white, live	,,	8 0	,,
	,, ,, dead... ...	,,	4 0	,,

(*a*) Water tanks were exempted from duty by the Notification in the Finance and Commerce Department, No. 1632-S.R., dated the 10th April 1896.

(*b*) Fixed by the Notification in the Finance and Commerce Department, No 1187-S-R., dated the 9th March 1898.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUCACTURED—*contd.*		Rs. a.	
95	SHELLS AND COWRIES—*contd.*			
	Cowras	hundred	0 10	Five per cent.
	Cowries, bazar, common ...	cwt	(*a*) 2 8	„
	„ Maldive	„	(*a*) 5 8	„
	„ sankhla	„	70 0	„
	„ yellow, superior quality	„	(*a*) 5 8	„
	Mother-of-pearl, nacre(*b*) ...	„	45 0	„
	Nakhla	„	60 0	„
	Tortoise-shell	lb.	(*a*) 9 0	„
	„ nakh	„	(*a*) 3 0	„
	All other sorts, including articles made of shell, not otherwise described ...	...	*ad valorem*	„
96	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamer, steam-launches, boats, and barges, imported entire or in sections	...	...	Free.
97	SILK, AND ARTICLES MADE OF SILK—			
	Floss	lb.	(*a*) 6 8	Five per cent.
	Piece-goods	...	*ad valorem*	„
	Raw Silk—			
	Chaharam, Cochin-China, Yellow Shanghai ...	lb.	4 8	„
	Mathow	„	(*a*) 2 0	„
	Other kinds of China ...	„	(*a*) 6 0	„
	Waste and Kachra... ...	„	1 4	„
	Panjam	„	(*a*) 1 8	„
	Persian	„	5 0	„
	Siam	„	(*a*) 2 8	„
	Produced from the tasar or other wild worm... ...	„	(*a*) 2 8	„
	Sewing thread, China ...	„	(*a*) 8 0	„
	All other sorts, including cocoons	...	*ad valorem*	„
98	SIZING for cotton, paper, or any other material	...	„	„
99	SOAP	...	„	„

(*a*) Fixed by the Notification in the Finance and Commerce Department, No. 1187-S.R., dated the 9th March 1898.

(*b*) Exempted from duty by the Notification in the Finance and Commerce Department, No. 4611-S.R., dated the 29th October 1896.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
100	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals	...	...	Free.
101	SPONGE AND SPONGES	...	*ad valorem*	Five per cent.
102	STARCH	...	„	„
103	STATIONERY, excluding paper (for which see No. 82) ...	...	„	„
104	STONE AND MARBLE, and articles made of stone and marble	...	„	„
105	STRAW PLATTING, and articles made of straw, not otherwise described	...	„	„
106	TALLOW AND GREASE, including stearine	cwt.	20 0	„
107	(*a*) TEA-CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs-Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk	...	...	Free.
108	TEXTILE FABRICS not otherwise described	...	*ad valorem*	Five per cent.
109	TOILET REQUISITES not otherwise described	...	„	„
110	TOYS, including toy-books, and requisites for all games ...	...	„	„
111	UMBRELLAS, parasols, and sunshades of all kinds	...	„	„
112	VULCANITE AND EBONITE, articles made of, not otherwise described.	...	„	„

(*a*) Racks for the withering of tea leaf were exempted from duty by the Notification in the Finance and Commerce Department, No. 2896-S.R., dated the 3rd July 1896.

SCHEDULE IV.—(IMPORT TARIFF)—*concld.*

GENERAL DUTIES—*concld.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*concld.*		Rs. a.	
113	WALKING STICKS and sticks for umbrellas, parasols, and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines	...	*ad valorem*	Five per cent.
114	WAX, and articles made of wax, excluding candles (for which see No. 31)	...	,,	,,
115	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	,,	,,
116	WOOL, raw	...	...	Free.
	,, articles made of, including felt	...	*ad valorem*	Five per cent.
117	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule ...	...	,,	,,

APPENDIX U.

THE INDIAN MERCHANDISE MARKS ACT.

No. 3249-S.R.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 29*th July* 1898.

To the SECRETARY to BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward copy of the papers noted on the margin regarding the length of the hanks in bundles of dyed yarn imported from the United Kingdom into India, and to request that the Government of India may be favoured with the opinion of the Bombay Chamber of Commerce in regard to the proposed amendment of rule IV. of the rules published in the Notification by the Government of India in the Home Department, No. 1474, dated the 13th November 1891.—I have, &c.,

Despatch to the Secy. of State No. 279, dated the 30th September 1896.
Despatch from the Secy. of State No. 87 Rev., dated 3rd June 1897, and enclosures.
Despatch to the Secy. of State No. 53, dated, 8th September 1897, and enclosures.
Despatch from the Secy. of State No. 5, Rev. dated 13th January 1898, and enclosures.

J. A. ROBERTSON,
Offg. Assistant Secy. to the Govt. of India.

No. 279 OF 1896.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
CUSTOMS.

SIMLA, 30*th September* 1896.

To the Right Honourable LORD GEORGE FRANCIS HAMILTON, Her Majesty's Secretary of State for India.

MY LORD,—We have the honour to acknowledge the receipt of your Lordship's despatch No. 146, Revenue, dated the 24th December 1895, forwarding a memorial from certain firms of Scotch dyers regarding the importation into this country from Germany and Switzerland of dyed yarns of lengths less than the minimum prescribed under the Merchandise Marks Act, and enquiring whether we consider it expedient to amend that Act as suggested by the memorialists.

2. We have ascertained from the local Governments that the practice of importing coloured yarns of lengths less than the minimum prescribed does not exist in Madras and Burma, and that it has ceased

in Bombay since 1893. It existed until last year in Calcutta, but in consequence of certain action taken by the Customs authorities such importations have not been repeated.

3. In our opinion such importations should not be permitted, but we do not think that any amendment of the Act or of the rules under the Act is required to enable us to deal with them if they should recur, for the case is sufficiently covered by the rules as they stand. We have issued instructions for their enforcement, and we think that it is unlikely that importations of the kind will be repeated.

4. We beg to add, in this connection, that we are informed of the existence of a practice in the importation of English yarn by which the same result of giving short measure is obtained. The importers of the foreign dyed yarn in the case we have just discussed correctly describe the count of their yarn and give the proper number of hanks to the pound, but the weaver is defrauded by each hank being shorter than it ought to be. The importer of English dyed yarn places on the bundles two descriptions of count, one being the original grey count or number while the other is called a "reduced" count, thus :—$\frac{\text{No. 40}}{\text{Reduced No. 30}}$

The yarn in this case was spun of count No. 40, and the "reduced" count is mentioned for the purpose of justifying a reduction in the number of hanks in the bundle. A bundle of yarn described as No. 40 should contain 400 hanks of 819 yards each, but the number of hanks in the bundle actually corresponds to the "reduced" count, that is, the bundle contains only 300 hanks of 819 yards each, the actual length of the yarn in the bundle being only 245,700 yards instead of 327,600 yards, or 25 per cent less.

5. We are informed that this practice is a recognised custom of the trade and is not regarded as fraudulent. We are unable to verify the information, and we beg that your Lordship will ascertain from the Manchester Chamber of Commerce and other sources whether such descriptions, and their consequences, are in fact a recognised custom of the trade, and if so whether the custom is regarded as honest.—We have, &c.,

ELGIN.
G. S. WHITE.
J. WESTLAND.
J. WOODBURN.
M. D. CHALMERS.
E. H. H. COLLEN.
A. C. TREVOR.

REVENUE No. 87.

INDIA OFFICE,
LONDON, *3rd June* 1897.

To His Excellency the Right Honourable the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD,—In reply to the Financial Letter of your Government, No. 279, dated 30th September 1896, I forward, for the information of your Excellency in Council, copy of a correspondence* which has passed between this Office and the Turkey-red Dyers in Glasgow and the Chambers of Commerce of Manchester and Glasgow regarding the length of hanks of dyed yarn imported from this country into India.—I have, &c.

* India Office to Messrs. McGrigor, Donald, & Co., 4th November 1896.
Ditto to Chamber of Commerce, Manchester, 4th November 1896.
Ditto to Chamber of Commerce, Glasgow, 4th November 1896.
Messrs. McGrigor, Donald & Co. to India Office, 21st December 1896, and enclosure.
Manchester Chamber of Commerce to India Office 24th February 1897.
Glasgow Chamber of Commerce to India Office, 11th May 1897.

GEORGE HAMILTON.

ENCLOSURES

No. 1.

INDIA OFFICE, *4th November* 1896.

Messrs. McGRIGOR, DONALD & Co.

GENTLEMEN,—With reference to my letter of 24th December 1895, I am directed to forward to you a copy of a letter* which has been received from the Government of India, in reply to the memorial addressed by certain firms of dyers in the west of Scotland, to the Secretary of State for India, regarding the lengths of hanks of dyed yarns imported into India from Germany and Switzerland.

* No. 279, Financial, dated 30th September 1896.

I am to request that the attention of the memorialists may be drawn to paragraphs 4 and 5 of the enclosed letter, and that Lord George Hamilton may be informed what answer should, in their opinion, be given to the Government of India's enquiry.—I have, &c.,

HORACE WALPOLE.

No. 2.

INDIA OFFICE, *4th November* 1896.

The SECRETARY to the CHAMBER of COMMERCE, Manchester.

SIR,—I am directed by the Secretary of State for India to forward, for the information of the Manchester Chamber of Commerce, copy of an extract from a letter† which has been received from the Government of India regarding the length of hanks of dyed yarns imported from this country into India.

† No. 279, Financial, dated 30th September 1896, paras. 4 and 5.

Lord George Hamilton will be glad to receive any representations, which your Chamber may wish to make on the subject.—I have, &c.,

HORACE WALPOLE.

No. 3.

INDIA OFFICE, *4th November* 1896.

The SECRETARY to the CHAMBER of COMMERCE and MANUFACTURES Glasgow.

SIR,—With reference to my letter of the 17th February last, and to yours of the 15th ultimo, I am directed to forward, for the information of the Glasgow Chamber of Commerce, copy of a letter‡ which has been received from the Government of India on the subject of the length of hanks of dyed yarns imported into India from Germany and Switzerland.

‡ No. 279, Financial, dated 30th September 1896.

I am to request that you will call the attention of your Chamber to paragraphs 4 and 5 of the enclosed letter, and will inform Lord George Hamilton what answer should, in their opinion, be given to the Government of India's enquiry.—I have, &c.,

HORACE WALPOLE.

No. 4.

172, ST. VINCENT STREET,
GLASGOW, *21st December* 1896.

The UNDER-SECRETARY of STATE for INDIA.

SIR,—We have been instructed to forward to you the enclosed reply by Turkey-red Dyers in Glasgow and West of Scotland in answer to your communication of the 4th ultimo.

We also enclose twelve prints of the reply for your use.—We are, &c.,

McGRIGOR, DONALD & Co.

ENCLOSURE IN No. 4.

GLASGOW, 16*th December* 1896.

The UNDER-SECRETARY of STATE for INDIA.

SIR,—The letter from the Government of India, dated 30th September 1896 (No. 279, Financial), in reply to our memorial to the Secretary of State for India, has been fully considered by us, and in answer to paragraphs 4 and 5, to which our attention has been specially directed, we venture to express the opinion that the same have been written under a misapprehension of the case.

We are unaware of the existence of any practice in the importation of British dyed yarns to India by which "short measure" is given, and to the best of our knowledge these yarns are imported, not only in accordance with long-established custom, but also strictly in conformity with the Indian Merchandise Marks Act.

The general question of importation of "net weight" dyed yarns was fully considered by the Home Government and the Government of India prior to the passing of the Act referred to, and according to Rule No. IV., "a trade description of count or number applied to a bundle of *dyed cotton yarn* shall be accepted as indicating length only." Any alteration upon this rule would, we think, prove unworkable.

The practice of putting two descriptions of count upon a bundle of dyed yarn is by no means common, and we are of opinion that it has been unnecessary since Rule No. IV came into effect, and that it should be discontinued, and only that count used which conforms to Rule No. IV.

For your information we annex copy of a letter which was addressed on our behalf to the President of the Board of Trade on 2nd November 1887, on the subject of the practice of the trade in regard to "net weight" dyed yarns.—We are, &c.,

WM. STIRLING AND SONS.
ARCH. ORR EWING, SENR.
JOHN ORR EWING & Co.
T. P. MILLER & Co.

ENCLOSURE IN ABOVE.

172, ST. VINCENT STREET,
GLASGOW, *2nd November* 1887.

The Right Honourable LORD STANLEY of PRESTON, G.C.B.

MY LORD,—At a meeting of yarn dyers of Glasgow and the West of Scotland, held here on the 19th ultimo, we were instructed to submit to your Lordship the following representation :—

For many years the yarn dyers have been engaged in the trade of supplying India and other foreign markets with Turkey-red and other coloured yarns.

Their business is to buy the grey cotton yarn, dye it, and ship it to the foreign markets for sale.

Cotton yarn is of various degrees of fineness. It is made up in hanks of a uniform length, *viz*, 840 yards, and the number of these in the lb. avoirdupois indicates the counts by which they are known in the trade. Thus, twenty hanks to the lb. is called No. 20, thirty hanks to the lb. is No. 30, forty hanks to the lb. is No. 40, and so on.

These hanks, again, are made up into bundles of 10 lb. each, and a bundle of No. 40 should thus contain 400 hanks, a bundle of No. 50s 500 hanks, and so on.

By the process of dyeing a considerable addition is made to the weight of the bundle ; thus a 10 lb. bundle of Turkey-red comes to weigh 12 lb., including paper, when dyed, and this weight is known in the trade as *full weight yarn*.

Many years ago, however, a demand sprung up in the East for Turkey-red yarn to weigh 10 to 10½ lb., including paper, per bundle, and in order to comply with this demand a system arose whereby No. 50 in the grey was reduced to No. 40 when dyed, and the bundles were stamped No. 40 accordingly. The effect of this operation is readily seen, thus :—

Four bundles No. 50, the weight of which, after being dyed, was 48 lb., *i.e.*, 12 lbs., including paper, per bundle, became five bundles of No. 40 of 10 to 10½ lb., including paper, per bundle and this description of yarn came to be known as *nett weight yarn*.

It has been the custom in the trade to stamp all such yarns as 40s, indicating, correctly enough, that 40 hanks weigh, when dyed, 1 lb. but not indicating, and not intended to indicate, that 40 hanks of the

grey yarn, before being dyed, would weigh 1 lb. This condition is well known, of long standing, and universally adopted.

Since the passing, however, of the "Merchandise Marks Act, 1887," on 23rd August last, doubts have arisen in the minds of certain of the yarn dyers whether, under a strict construction of the Act, the label indicating simply 40. above referred to may not be open to question as falling under the category of a false trade description. It has been pointed out that even were this the case, which seems more than doubtful, Section 18 of that Act provides that "where before the "passing of this Act a trade description is lawfully and generally "applied to goods of a particular class or manufactured by a particu- "lar method; to indicate the particular class or method, of manufacture "of such goods, the provisions of this Act with respect to false trade "description shall not apply to such trade description when so "applied;" but this clause, while involving the liability of being called to enter upon a difficult and complicated proof as to a custom of trade at a particular date (it may be long subsequent to that date), necessarily opens up the preliminary question, whether the existing practice was in itself a "lawful" one at the passing of the Act?

These are questions on which, from their peculiar nature, it is almost impossible to expect any decision entirely satisfactory except from the result of an actual action in a court of law: and the exceptional penalties imposed by the Act are such, and of such a personal character, that not unnaturally the yarn dyers deprecate such a mode of decision.

The remedy which appears at first sight open to the trade is of course in itself a simple one, viz., to alter the tickets at present in use. Thus a hank of dyed yarn which at present is labelled simply "No. 40," might henceforth be labelled "No. 40 reduced from No. 50," or from some lower or higher number, but the markets in India and elsewhere abroad are so sensitive that any change in the form and expression of labels would, as a matter of absolute necessity, be most prejudicial to the interests of the parties adopting it, unless it were universal in the trade; and, as the trade consists of German and other foreigners, as well as British merchants, it is quite hopeless to anticipate that any such general uniformity could be secured. In fact, looking to the peculiar conservatism of native purchasers, the yarn dyers are apprehensive that for British merchants to adopt such an alteration might, to a very large extent, throw the yarn trade, in India especially, into the hands of foreign competitors.

Under these very exceptional circumstances, we have been instructed most respectfully to approach the Board of Trade with the view of ascertaining whether it might not be possible that, by some declaration on their part, the existing practice in regard to stamping or labelling hanks of dyed yarn, to which we have referred, fairly in their view comes under the operation of the 18th section of the Act in question, the yarn dyers might be relieved from the difficulty under which they at present labour.—We are, &c.,

McGRIGOR, DONALD & Co.

No. 5.

MANCHESTER CHAMBER OF COMMERCE, 24*th February* 1897.

The UNDER-SECRETARY of STATE for INDIA.

SIR,—In reply to your letter of 4th November 1896 (R. & S. 1466), I am instructed by the Board of Directors to state to you that the subject of the proper marking of bundles of dyed yarn imported into India, upon which the Secretary of State desired to have the opinion of the Chamber, being a complicated one, has required somewhat prolonged consideration.

The question submitted to the Chamber is whether or not the practice of marking bundles of dyed yarn with the original "grey count" above a line, and with the "reduced count" underneath, thus, No. 40/Reduced No. 30, is in fact a custom of the trade, and, if so, whether the custom is regarded as honest.

The answer to this question is conveyed in the following copy of a minute of the Committee to which the question was referred, the minute having been approved by the Board of Directors :—

1. The inquiry received from the India Office as to the marking of dyed yarns imported into India stamped thus. No. 40/Reduced No. 30, is not susceptible of a positive answer in the absence of a representative bundle of yarn to which it has been applied.

2. So far as grey yarn is concerned the trade description is determined as follows :—

(*a*) The hank of 840 yards is the unit of denomination ;

(*b*) The number of times that 840 yards will divide into the length of a pound weight of yarn gives its counts ; and,

(*c*) The "make up" of the bundle is an indication of its counts, the total number of hanks in the bundle being equal to a

multiple of 10 times the counts for a 10-lb. bundle, and of five times the counts for a 5-lb. bundle.

3. When grey yarn comes to be dyed, the dyeing causes the hank to shrink a trifle in length, and it increases its weight according to the materials used for producing the dyed colour. The effect of this addition to the weight is to make 840 yards of dyed yarn divide fewer times into the length of a pound than it did in the grey state; in other words, it makes the counts in the dyed state coarser. But the practice of the trade in this country with respect to dyed yarns consumed therein is, that the dyed yarn continues to bear the denomination which it did in the grey state, notwithstanding that its increased weight has made its counts coarser. There are some exceptional colours, occasionally required, which necessitate the grey yarn being bleached prior to dyeing; in these cases, the dyed yarn is fractionally lighter in weight than it was in its grey state, and the dyed counts proportionately finer.

4. When the Indian Merchandise Marks Act was amended in 1891, the authorities in India, under Section 16 of that Act, fixed conditions which, when ignored, would cause the article to which a trade description was applied, to be declared "false in a material respect." Under the Judicial Notification No. 1474 of the Indian Government, dated Calcutta, 13th November 1891, it was laid down in regard to Dyed Yarns that:—

"IV. A trade description of count or number applied to a bundle of dyed cotton yarn shall be accepted as indicating length only, the hank being taken to measure 840 yards, and it shall be deemed false in a material respect if the average length of the hanks in a bundle is less than 819 yards."

5. By this regulation dyed yarn imported into India had its "trade description of count or number" determined by the "length only," the weight of the hank (without which its true counts could not be determined) being ignored.

6. The promulgation of this Judicial Notification considerably affected the mode of denominating dyed yarns exported to India. Four different methods of denomination are now followed:—

(*a*) There is the case of dyed yarn, which continues to bear the same denomination and make-up as it bore in the grey state. The bundles in this case are stamped, say "40s grey, 40s dyed," or some equivalent phrase.

(*b*) There is the case of dyed yarn, which is bought in the grey of a denomination and make-up finer than it bears in the dyed state. Thus, "44s" might be the grey denomination, but, after dyeing in some heavy shades, it is made up as "40s," that is to say, there are 400 hanks in each 10-lb. bundle. In this case the denomination of the dyed yarn follows its "make-up," and its actual counts in the dyed state. The bundles are stamped "44s grey, 40s dyed," or some equivalent phrase.

(*c*) A further development followed in which a much finer yarn is bought, say 60s grey, which is dyed and made up as 40s, but the count in the dyed state is always finer than indicated by the 40s make-up. Such yarn is stamped "60s grey, 40s dyed," or some equivalent phrase. The yarn always weighs less than either 10 lbs. or 5 lbs. This is doubtless the form of bundling and denomination alluded to in the inquiry from the India Office, upon which the answer of the Manchester Chamber of Commerce is sought, as to whether such a make-up is "honest."

(*d*) There is yet a fourth method of denomination, where a yarn is bought as described under (*c*), but the only stamping which the bundles of dyed yarn bear is "40s," no reference being made to the original counts of the grey yarn.

7. The changes thus referred to were brought about by the Judicial Notification No. 1474; but, whether such methods of "make-up" and "denomination" as are described above are lawful, is a question which should be determined by the legal advisers of the Indian Government.

8. It should be a recommendation to the Government of India that, in order to give a uniform and correct description, each bundle of dyed yarn imported into India should be marked with the counts of the grey yarn used, together with the number of hanks of the dyed yarn contained in such bundle, irrespective of the real weight or of the actual counts of the dyed yarn in such bundle. A bundle such as that described in the extract from the letter of the Government of India, No. 279, Financial, dated 30th September 1896, paragraphs 4 and 5, would, under this suggestion, be marked thus, "40s grey/150 hanks dyed."

9. In the event of the Indian Government acting upon this suggestion, the Judicial Notification should be amended accordingly.

In pursuance of the conclusions arrived at by the Chamber, as set forth in paragraphs 8 and 9 of the preceding Minute, I am directed respectfully to recommend that an amended Judical Notification should be issued by the Government of India requiring that bundles of dyed yarn imported into India be marked with indications of the original grey count, and of the number of hanks of dyed yarn contained in each bundle.—I am, &c.,

ELIJAH HELM, Secretary.

No. 6.

CHAMBER OF COMMERCE AND MANUFACTURES
(INCORPORATED BY ROYAL CHARTER, 1783),
GLASGOW, 11*th May* 1897.

The UNDER-SECRETARY of STATE for INDIA.

SIR,—I am asked by the Directors of the Chamber to express their regret that they have not been able sooner to reply to your letter of the 4th November 1896, R. and S. 1466.

I am now instructed, in reply, to state that the particular practice referred to in paragraphs 4 and 5 of the communication from the Government of India of date 30th September 1896 is, the Directors believe, not uncommon, and is not regarded as dishonest.

By adopting it the chance of prosecution for a false trade description under "The Merchandise Marks Act, 1887," of the United Kingdom seems to be avoided. As No. 30, in the case of grey yarn, means 30 hanks to the lb., if the seller put on No. 30 alone he might be held to represent that the dyed yarn was made of No. 30 grey yarn, and, if he put on No. 40 alone, he would be held to represent that there were 40 hanks of 840 yards to the lb. in the bundle. By using the words "No. 40/Reduced No. 30," the sellers are understood to indicate that No. 40 grey yarn is the yarn dyed, but that only 30 hanks are in the bundle. So far as the United Kingdom is concerned, they clearly avoid thereby any charge of fraud, as the buyer either knows what is meant or is put on his inquiry.

In India, however, the use of double numbers may lead to confusion as the Government of India, having regard to the practice in the dyed yarn trade there, have directed, by Rule IV. of Instructions made

under the 16th Section of the Merchandise Marks Act of 1889, that a number is to indicate, in the case of dyed yarn, length only. If this is now clearly understood, it might be well to provide for the use of one number only in the illustrative case, that of No. 30.

The Directors have had before them a copy of the letter by the Secretary to the Manchester Chamber of Commerce, of date 24th February 1897, to you on this subject. Assuming that it was deemed desirable to indicate the character of the grey yarn dyed, as well as the number of hanks in the bundle, my Directors approve of the suggestion that, in the illustrative case mentioned, the description should be No. 40 grey yarn/300 hanks dyed.—I am, &c.,

PAUL ROTTENBURG, President.

No. 253 OF 1897.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT,

STATISTICS AND COMMERCE.

CUSTOMS.

SIMLA, *8th September* 1897.

To the Right Honourable LORD GEORGE FRANCIS HAMILTON, Her Majesty's Secretary of State for India.

MY LORD,—We have the honour to acknowledge the receipt of your Lordship's despatch No. 87, Revenue, dated the 3rd June 1897, on the subject of the length of the hanks in bundles of dyed yarn imported from the United Kingdom into India.

2. In the letter from the Manchester Chamber of Commerce dated the 24th February 1897, enclosed in your Lordship's despatch, the Chamber suggest that, in order to secure a uniform and correct description of dyed yarn, each bundle should be marked with the count or number of the yarn in its original undyed condition, and also with the number of hanks of the dyed yarn contained in the bundle. This suggestion is endorsed by the Glasgow Chamber of Commerce and Manufactures, whose letter is also enclosed in your Lordship's despatch, and we have, after consideration, come to the conclusion that its adoption presents an acceptable solution of the question at issue. We have accordingly decided to give effect to it by the issue of a Notification under section 16 of the Indian Merchandise Marks Act, IV of 1889. We enclose a draft of the proposed

Notfication and beg to say that it is our intention to issue the Notfication three months after its receipt by your Lordship.—We have, &c.,

ELGIN.
G. S. WHITE.
J. WESTLAND.
J. WOODBURN.
M. D. CHALMERS.
E. H. H. COLLEN.
A. C. TREVOR.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

ENCLOSURE TO DESPATCH No. 253 OF 1897.

No.

GOVERNMENT OF INDIA.
HOME DEPARTMENT.

JUDICIAL.

NOTIFICATION.

1897.

In exercise of the power conferred by section 16 of the Indian Merchandise Marks Act, IV of 1889 (as amended by Act IX of 1891), the Governor General in Council is pleased to direct that the following shall be substituted for rule IV of the rules for the guidance of Criminal Courts in giving effect to the provisions of the law relating to Merchandise Marks published in the Notification of the Government of India in the Home Department, No. 1474, dated the 13th November 1891 :—

IV. Every bundle of *dyed cotton yarn* shall have applied thereto the count or number of the yarn in its original undyed condition (grey yarn) and also the number of hanks of dyed yarn contained in the bundle. Such description shall be accepted as indicating length only, the hank being taken to measure 840 yards, and it shall be deemed to be false in a material respect if the average length of the hanks in a bundle is less than 819 yards.

Secretary to the Government of India.

No. 5 REVENUE.

INDIA OFFICE,

LONDON, 13*th January* 1898.

To His Excellency the Right Honourable the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD,—In my telegram, copied in the margin,* I suggested that the issue of proposed orders regarding the length of dyed yarns should be suspended until your Excellency had received copies of the representation made by Chambers of Commerce and other bodies interested in the matter.

Length of Dyed Yarns.

* *Secretary of State to Viceroy, dated 22nd December 1897.*

Your Finance Letter No. 253, dated 8th September 1897. Objections have been raised by Scotch dyers and Glasgow Chamber of Commerce to proposed notification under the Act. I would suggest that issue should be postponed pending receipt of Despatch from me.

2. I now forward copies of the correspondence† that has passed upon the subject. The further reply of the Manchester Chamber shall be sent as soon as it reaches me. It would appear that the Glasgow Chamber have modified the views they previously expressed. After you have considered these papers, I shall be glad to learn what action, if any, you propose to take in the matter.—I have, &c.,

GEORGE HAMILTON.

† India Office circular letter dated the 14th October 1897.
Letter from Scotch dyers dated the 28th October 1897.
India Office letter dated the 24th November 1897.
Glasgow Chamber of Commerce letter dated the 15th December 1897
Manchester Chamber letter dated the 23rd December 1897.

ENCLOSURES.

No. 1.

INDIA OFFICE, 14*th October* 1897.

1 The SECRETARY to the CHAMBER of COMMERCE, Manchester.
2 The SECRETARY to the CHAMBER of COMMERCE, Glasgow.
3 Messrs. MCGREGOR, DONALD & Co.

(1 and 2) SIR, (3) GENTLEMEN, With reference to your letter of the (1) 14th Feb. (2) 11th May (3) 21st Dec. last I am directed by the Secretary of State for India to forward, for the information of the (1) Manchester Chamber of Commerce, (2) Glasgow Chamber of Commerce, (3) Turkey Red Dyers in Glasgow, copy of a

letter * which has been received from the Government of India (with its enclosure) regarding the manner in which bundles of dyed yarn, intended to be imported into India, should be marked.—I have, &c.,

A. GODLEY.

* India Finance and Commerce, No. 253, dated 8th September 1897, and enclosure.

No. 2.

GLASGOW, *28th October* 1897.

The UNDER-SECRETARY of STATE for INDIA.

SIR,—We duly received your letter of date the *14th instant*, enclosing copy of a letter (with its enclosure) which had been received from the Government of India regarding the manner in which bundles of dyed yarns, intended to be imported into India, should be marked.

This has been fully considered at a meeting of our clients, at which the following firms were represented, viz. :—

Wm. Stirling and Sons.
Archd. Orr Ewing & Co.
John Orr Ewing & Co.
T. P. Miller & Co.
Alexr. Reid and Sons.
David Miller & Co.
William Turner & Co.
J. and W. Campbell.

These firms practically represent the whole of the Scotch and the great majority of the British dyers of cotton yarns exported to India and Burmah, and they desire us to express their disappointment that any change in the law should have been made without giving them and all others immediately interested in the trade an opportunity of expressing an opinion.

The new rule which it is proposed to substitute for the existing Rule No. IV, which was published in the Notification of the Government of India (Home Department), No. 1474, dated the 13th November 1891, will, in their opinion, inflict a great injury upon their trade by giving advantages to the dishonest trader, and they cannot too strongly protest against it.

By this new rule, we are instructed to say, the Government will insist upon a new trade description being placed upon dyed cotton

yarns, which no Customs House official can possibly decide to be true or false, for, as we are advised, no expert can determine what was the exact count of the original grey or undyed yarns.

Our clients maintain that a trade description should, as nearly as possible, describe the actual state of an article as it is presented for sale, and that if an attempt is made to demand a description of an article as it was at some former period of its existence which cannot be proved, or disproved, the door is thereby opened for misrepresentation, deception, and fraud. The new rule, they are confident, will give a direct encouragement to false declarations being made, and in the case of imports into India from foreign countries, it is apparent to them that the means of detection will be quite impossible. Moreover, they desire to point out that such fraudulent importations would, by reason of the declaration, be placed on an equality with yarns which are honestly marked.

Our clients are satisfied with the existing law which only came into operation after the fullest discussion, and we venture to hope that the matter will be reconsidered by the Government, and with this object in view that the promulgation of any further notification be delayed for at least six months.

We may add that our clients are supported in their views by the principal exporters of cotton dyed yarns from Glasgow, viz. :—

William Graham & Co.
James Finlay & Co.
Armour & Co.
Beith, Stevenson & Co.
H. P. Buchanan & Co.
Walter A. Clarke & Co.
Crailsheim and Herman, Limited.
R. M. Downie & Co.
Macfarlane and Crosbie.
M'Kie Spiers & Co.
Edward Miller & Co.
John Mitchell & Co.
David Reid.
Stephen Robertson.
Hugh C. Smith & Co.
Smith, Smith & Co.

We are, &c.,

McGRIGOR, DONALD & Co.

No. 3.

R. & S. 2866-97.

INDIA OFFICE, 24*th November* 1897.

The SECRETARY to the MANCHESTER CHAMBER of COMMERCE, and the SECRETARY to the GLASGOW CHAMBER of COMMERCE.

SIR,—In continuation of my letter of the 14th October, I am directed by the Secretary of State for India to forward for the information of your Chamber copy of a letter which has been received from the Glasgow Turkey-red Dyers, regarding the proposed amendment of the Indian Merchandize Marks Act in respect of the marking of dyed yarns imported into India. Lord George Hamilton will be glad to receive the views of your Chamber, at your early convenience, on the general question referred to, and on the remarks made in the Turkey-red Dyers' letter.—I have, &c.,

A. GODLEY.

No. 4.

CHAMBER OF COMMERCE AND MANUFACTURES,
7, WEST GEORGE STREET,
GLASGOW, 15*th December* 1897.

The UNDER-SECRETARY of STATE for INDIA.

SIR,—Under reference to your letter of the 24th ultimo, R. & S. 2866, receipt of which was duly acknowledged, on the subject of the proposed amendment of the Indian Merchandize Marks Acts anent the marking of dyed yarns imported into India, I am now to inform you that the Directors of this Chamber at their recent monthly meeting considered the matter, and, after discussion, adopted the following resolution by a majority, viz. :—

"That the Directors, after full reconsideration of the subject, and with further information before them, are of opinion that the proposed alteration in Rule No. IV is unnecessary and inexpedient, as it is impossible for Custom House officials to tell the counts of the original grey yarns when submitted to them in their dyed state.—I have, &c.,

PAUL ROTTENBURG, President.

No. 5.

MANCHESTER CHAMBER OF COMMERCE, 23*rd December* 1897.

The UNDER-SECRETARY of STATE for INDIA.

SIR,—I am desired by the President of this Chamber to state to you that your letter of 24th November, No. 2866-197, with reference to the marking of dyed cotton yarn imported into India, is still under consideration of the Committee to which it was referred, and to express his regret that it will probably not be possible to forward a reply much before the middle of January,

I am to add, however, that no time will be lost in communicating to you the views of the Chamber on the subject as soon as these have been determined.—I am, &c.,

ELIJAH HELM, Secretary.

BOMBAY CHAMBER OF COMMERCE, 2*nd September* 1898.

The SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Simla.

SIR,—I am directed to acknowledge the receipt of your letter No. 3249-S.R., of the 29th July, with its accompaniments regarding the length of the hanks in bundles of dyed yarn imported from the United Kingdom into India.

2. The Committee of the Chamber of Commerce have consulted the firms interested in the trade, and have given the matter very careful consideration, and I am directed to say that they agree with the opinion expressed by the Glasgow Chamber in their letter of 15th December 1897 to the Under-Secretary of State for India, namely, that the proposed alteration in Rule No. IV. is unnecessary and inexpedient.—I have, &c.,

C. J. MICHAEL, Acting Secretary.

No. 5439 S. R.

GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, 13*th December* 1898.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to the correspondence ending with your letter dated the 2nd September 1898, I am directed to inform you that, after a careful consideration of the views of persons concerned in the proposed rule for the marking of bundles of dyed yarn imported from the United Kingdom into India, the Government of India have decided not to make any change in rule IV. of the rules published in the Notification in the Home Department No. 1474, dated the 13th November 1891.—I have, &c.,

J. A. ROBERTSON,
Offg. Asst. Secy. to the Govt. of India.

No. 1209-'98.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 10*th September* 1898.

The SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to forward for your information copy of a letter, dated June 30th, from the Secretary of the Chamber of Commerce, Manchester, enclosing copy of a letter addressed by that Chamber to the Secretary of State for India, suggesting the adoption at the Indian Custom Houses of the method of examining cotton yarn for the ascertainment of weight which is used in the testing house of the Manchester Chamber of Commerce, and also that the method of conducting surveys, where questions as to weight of yarn are involved, should be assimilated to the system followed in England.

The proposals of the Manchester Chamber have been approved by the Yarns Sub-Committee of this Chamber, and also by the Committee of the Import Trade Association, and the Committee of the Chamber after very careful consideration also concur. As the matter, however, is one which cannot be introduced to meet the requirements of any particular port but will have to be sanctioned by the Government of India for adoption in all the Indian Ports, the Committee of this

Chamber will feel much indebted if you will favor them, at your early convenience, with the opinion of your Committee on the proposals made by the Manchester Chamber.—Yours, &c.,

W. PARSONS, Secretary.

MANCHESTER CHAMBER OF COMMERCE, *29th June* 1898.

The Right Honourable LORD GEORGE HAMILTON, M.P., Secretary of State, India Office, London.

MY LORD,—Representations have been made to this Chamber with reference to the practice of the Collector of Customs at Calcutta in condemning, under the Indian Merchandise Marks Act, importations of cotton yarn, when the net weight of a 10-lb. bundle is found on weighing it in the state as imported, to be one or two ounces less than 10 lb.

I am desired by the President of the Chamber to state that correspondence upon this subject, received by a Manchester house from its Calcutta branch, has been considered by the Yarn Sectional Committee, and to submit to you the following observations upon the practice in question.

The recognised method of testing yarn for the purpose of ascertaining its weight is to reduce the sample tested to its absolutely dry condition, and to ascertain its weight in that condition. To such ascertained weight 8½ per cent. is added, the result being the normal or "conditioned" weight. To the extent that the actual weight before testing is found to vary from this normal weight the yarn is said to hold an excess or deficiency of moisture. This method is applied alike to raw cotton, cotton yarn and cotton cloth, whenever testing for moisture is undertaken.

The method and the rule here described are uniformly accepted in the cotton yarn trade, not only in this country, but also throughout the European Continent.

The importance of recognising and acting upon this rule at the Indian Custom houses is heightened by the extreme changes in the Indian climate. In the hot dry season cotton yarn which at other times would be found of a given weight, will weigh perceptibly less. And similarly, bundles of yarn which, when tested by the method just described before shipment from Manchester, were shown to be of full weight (say 10 lb.) might on arrival in India, especially in the dry season appear to be deficient.

I am therefore respectfully to suggest the propriety of adopting at the Indian Custom houses the same mode of testing which is used in Europe. I am also to ask if you will be so good as to cause a telegram to be despatched to the Government of India recommending that all cases of detention of cotton yarns for alleged deficiency of weight be held in abeyance until an opportunity is afforded of considering the statement now submitted to you.—I have, &c.,

ELIJAH HELM, Secretary.

MANCHESTER CHAMBER OF COMMERCE, 30*th June* 1898.

W. PARSONS, Esq., Secretary, Bengal Chamber of Commerce, Calcutta.

DEAR SIR,—I am desired on behalf of this Chamber to forward to you, for the information of the Bengal Chamber of Commerce, the enclosed copy of a letter addressed to the Secretary of State for India, setting forth the method of determining the actual weight of cotton yarn, under varying conditions of climate and atmosphere, which is uniformly recognised in this country and throughout the European Continent.

The purpose of the enclosed letter is to recommend the adoption of the method referred to, at the Indian Custom houses, with a view to preventing unwarrantable detention or seizure for alleged offences against the Indian Merchandise Marks Act.

It has been represented to the Chamber, however, that the surveys of yarn and the awards for deficiency of weight, made under the authority of the Bengal Chamber, are determined by a simple examination of the actual weight of the yarn at the time of survey, without regard to the amount of moisture which it may contain in relation to the absolutely dry weight.

The mode of examining cotton yarn in order to determine its real weight adopted by the Testing House of this Chamber, by the Municipal Testing House at Bradford, and by all the conditioning houses of the European Continent is to evaporate all moisture from a given quantity, in ovens constructed for the purpose; then to weigh it immediately, and to the dry weight thus ascertained, to add 8¼ per cent., the limit of "regain" which is accepted as the normal amount of moisture taken up after re-exposure to the atmosphere. The result gives the correct weight of the yarn. If, for example, a 10-lb. bundle of yarn, divested of all covering material be found, after evaporation,

to weigh 9 lb. 3 oz. or 9·1875 lb. the true "conditioned" weight of such yarn would be declared as 9·9684 lb. or 9 lb. 15½ oz. (9·1875 lb. + 7809 or 8½ per cent. of 9·1875 lb.).

The extreme variations in the hygrometric and calorific conditions of the Indian climate are not the only causes of change of weight to which yarn is exposed in its transit from this country to India. Proximity of bales to the furnaces or boilers of steamers, for example, is sufficient to bring about some evaporation even of the contents of tightly pressed bales.

In inviting the careful consideration by the Bengal Chamber of the foregoing statement I am respectfully to suggest that the representations conveyed in the enclosed letter to the Secretary of State should receive the support of the Bengal Chamber, and that the method of conducting surveys, where questions of the weight of yarn are involved, should be assimiliated to that adopted by the Testing Houses of Manchester and Bradford, and the European Conditioning Houses.—I am, &c.,

ELIJAH HELM, Secretary.

BOMBAY CHAMBER OF COMMERCE, *22nd September* 1898.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 1209 of the 10th instant, together with copies of communications from the Secretary, Manchester Chamber of Commerce, suggesting the adoption at Indian Custom Houses of the same method as obtains in Europe for testing yarns.

2. My Committee desire me to say that they are in full accord with the representations of the Manchester Chamber.

3. At the same time they would wish to put on record that so far as they are aware the Custom House authorities in Bombay have never given importers any cause for complaint.—I am, &c.,

C. J. MICHAEL, Acting Secretary.

APPENDIX V.

CERTIFICATES OF ORIGIN FOR GOODS SHIPPED TO SPANISH PORTS.

BOMBAY CHAMBER OF COMMERCE, *8th February* 1898.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed to wait upon you with the accompanying copy of a circular issued by the Vice-Consul for Spain in Bombay, together with the form of certificates referred to, in connection with the shipments of goods from Bombay to Spanish Ports. My Committee understand that application has already been made to the Collector of Customs to accept declarations on this form, but he states he is unable to depart from the form at present in use without the sanction of the Secretary of State for India from whom it had previously been received. In the meantime the Secretary of the Chamber has been authorised to attest these documents, but I am directed to solicit the favour of Government obtaining an authorisation to the Collector of Customs from the proper quarter to enable him to adopt the new form in future.

2. I am further to say that the convenience of the members of the Chamber would be greatly met if instructions were at the same time issued to the Collector to accept the signatures of leading firms on these documents, without requiring the presence of their representatives at the Custom House. It has been pointed out to the Chamber that the rules at present in force cause inconvenience and delay to shippers which could be obviated at any rate in

the case of firms whose signatures are known to the Customs Officials.—I have, &c.,

JOHN MARSHALL, Secretary.

CIRCULAR.

BOMBAY, 31*st January* 1898.

Shippers to Spanish Ports are informed that Certificates of Origin have to be made out in duplicate and in accordance with the model annexed.* The original must be signed by one of the following authorities before whom the shipper's declaration is to be made and invoices of the goods be presented, viz :—

The Chamber of Commerce, the Mayor, the Police Magistrate (not J. P.'s) and the Customs Authorities. It will be vised then by the undersigned. The duplicate will be retained by the Vice-Cousulate but need not be signed by the authorities.

It is recommended that certificates be made out in Spanish or French in order to avoid the trouble, expense and delay which may occur by their having to be translated if written in other languages.

J. TINTNER, Vice-Consul for Spain.

No. 1721 OF 1898.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 9*th March* 1898.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 8th February 1898 I am directed to state that the Collector of Land Revenue, Customs and Opium, Bombay, has been authorized to adopt the new form of certificate issued by the Vice-Consul for Spain in Bombay in connection with the shipment of goods from Bombay to Spanish ports, subject to the alteration that the origin or manufacture of the goods mentioned in it should be specified as British Indian, Native Indian, Persian, Arabian or Chinese, as the case may be.

2. With reference to paragraph 2 of your letter I am to forward extract paragraph 2 of a memorandum from the Collector of Land

* See pages 426-427.

Revenue, Customs and Opium, Bombay, No. C-3454, dated 19th February 1898, and to state that in the circumstances stated in it Government regret that they cannot issue orders to the Collector to accept signatures of leading firms on the certificates referred to above without requiring the presence of their representatives at the Customs House.—I have, &c.,

A. M. T. JACKSON,
Under-Secretary to Government.

EXTRACT paragraph 2 of a Memorandum from the Collector of Land Reveuue, Customs and Opium, Bombay, No. C/3454, dated 19th February 1898.

2. Regarding the form which it is now proposed should be used it appears to be incumbent on the shippers to sign the certificate in the presence of the Collector, as the Collector certifies that the shippers "have declared before me." If the Vice-Consul for Spain can say however that in the case of leading firms, the shippers need not actually sign in the presence of the Collector, but that their signatures may be admitted, there would seem to be no objection to this being done. It appears to the undersigned that it would at least be unpleasant if any question arose on this point, and it was necessary to admit that the certificate had not been signed in the presence of the Collector, when it was declared to be so signed in the certificate.

No. 1069 S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

CUSTOMS.

RESOLUTION.

CALCUTTA, *3rd March* 1898.

ORDER—Ordered, that copies of the papers set out below be forwarded to the Secretary to the Chamber of Commerce, Calcutta, Bombay, Karachi, Madras, Rangoon, and to the Editors of the *Englishman*, *Indian Daily News*, *Statesman*, *Bombay Gazette*, *Times of India*, *Pioneer*, *Civil and Military Gazette*,

Capital, Bombay Samachar, Rangoon Times, Madras Times, Madras Mail, Morning Post, and Jam-e-Jamshed.

J. E. O'CONOR,
Assistant Secretary to the Government of India.

No. 18 (REVENUE).

27th January 1898.

From the SECRETARY of STATE for INDIA (Right Honourable LORD GEORGE FRANCIS HAMILTON), to the GOVERNMENT of INDIA.

I forward herewith, for the information of Your Excelleny's Government, copy of a letter from the Foreign Office, dated 8th January 1898, with enclosed correspondence, respecting certificates of origin required by the Spanish Authorities in connection with merchandise imported into that country.

8th January 1898.

From F. H. VILLIERS, Esq., Asstt. Under-Seceretary of State for Foreign Affairs, to the UNDER-SECRETARY of STATE for INDIA.

I am directed by the Marquess of Salisbury to transmit to you, to be laid before the Secretary of State for India, copy of a Circular which has been addressed to Chambers of Commerce, inclosing a translation of the new certificates of origin required by the Spanish Authorities, together with full particulars of the new Regulations.

CIRCULAR.

6th January 1898.

From GEORGE N. CURZON, Esq., Under-Secretary of State for Foreign Affairs, to the SECRETARY to the CHAMBER of COMMERCE.

With reference to my Circular of the 2nd December 1895, I am directed by the Marquess of Salisbury to transmit to you a copy of a despatch from Her Majesty's Charge d'Affaires at Madrid, inclosing a translation of the new certificates of origin required by the Spanish Authorities, and giving full particulars of the new Regulations, which, by arrangement, will come into force, in regard to British goods, on the 16th instant.

2nd January 1898.

From G. BARCLAY, Esq., Her Majesty's Charge d'Affaires at Madrid, to the SECRETARY of STATE for FOREIGN AFFAIRS.

I have the honour to transmit herewith a Memorandum respecting certificates of origin in Spain in accordance with the instructions contained in Your Lordship's despatch of the 20th November last.

MEMORANDUM.

By Royal Order dated the 25th September 1897, important changes were introduced in the Regulations regarding certificates of origin for Spain to take effect generally from the 1st January 1898.

(Translation.)

1. Rules (A) and (B), paragraph 5, disposition 12 of the Custom-house Regulations in force are hereby modified as follows :—

(A) The certificate shall consist of an official declaration made or presented to the authorities at the place of production or of export in the country where the goods were produced, to the effect that such goods have been manufactured or produced in the country ; and they shall contain, besides such declaration, the particulars hereinafter specified.

Certificates of origin shall be issued by the authorities designated by each country for that purpose in accordance with their administrative system, and the Custom-house will be informed in due course of the authorities so designated, when such designation has received the assent of the Spanish Government. Spanish Consuls shall also be able to issue certificates of origin when specially authorized by the Government, but it shall not be obligatory to have recourse to them.

Certificates of origin shall be issued either on the declaration of the producer or manufacturer of the goods, or of the holder of their power-of-attorney, to the effect that they are of his manufacture or the product of his industry, or on that of a registered merchant (" comerciante matriculado ") presenting reliable invoices relating to the merchandize. In the latter case the name of the manufacturer or producer need not be stated in the certificate. Certificates shall be issued either on a declaration signed and presented by the applicant to the proper authority, or on a verbal declaration before such authority according as may be determined by the administration of

each country. In the former case, the fact shall be stated in the certificate that it was applied for on a written declaration, and in the latter case, the certificate shall contain the signature of the person making the declaration underneath the words, "so declared under my responsibility."

(B) When the manufacturer shall himself apply for the certificate, his name, residence and domicile must be stated therein. When the certificate is applied for by his representative, the latter's name, residence and domicile must also be stated besides those of the manufacturer; and when the certificates are issused at the request of a registered merchant, his name, residence and domicile shall be given therein.

In all cases there must be stated in the certificate:—

(1) The status and character of the applicant which qualify to make declaration of origin.

(2) The number and quality of the packages, their marks, numbering, and gross weight.

(3) The denomination of the class and kind of merchandize specifying when referring to textiles or yarns, whether they are made of cotton, hemp, flax, wool, silk, or mixtures of these materials.

(4) The destination of the goods in Spain and the name and domicile of the consignee at that place, or at the place where the goods are to be cleared.

The certificates shall be signed by the authority issuing them, and his signature shall be vise and legalized by the Spanish Consul.

Spanish Consuls shall only issue certificates of origin when requested to do so, and provided that the persons making the declaration are known at the consulate and provided also that the Consuls are satisfied as to the perfect truth of the declarations.

The authorities empowered to issue certificates of origin shall have the right, and will be bound to demand proofs in support of the declaration made before them, whatever be the form of that declaration, and to enforce the presentation of all the documents to that effect. In exceptional cases, or when there may be serious grounds for suspicion regarding the correctness of the certificates presented by any given firm, the facts of the case may be reported through the

diplomatic channel to the Government of the country in which the certificate is issued, for such action in accordance with the law of the country as that Government may think fit, and also, if necessary, to order a more strict investigation of the declarations that such firm may present in future.

The certificates of origin will be valid during three months from the date of the Consular *visa*, when issued for European countries, Asian coast on the Mediterranean and Black Sea, African coast on the Mediterranean and Ocean to the Gulf of Guinea ; and during six months from the same date when issued for any other country.

The time for the validity of these documents may be extended when their presentation is delayed owing to damage, sanitary Regulations, general interruption of traffic, or any other cause of *force majeure*, after such pleas have been duly examined by the Administration.

To obtain the tariff advantages granted to goods of a Treaty nation which may have been in the official warehouses of any nation, it will be necessary to present, besides the certificate of origin, another certificate from the chief of the warehouse, to the effect that such goods are those deposited, and that no changes or additions of other goods have been made, nor manipulations have taken place which might have varied the conditions of the merchandise.

2. The above Regulations shall come into force, and be applied to all certificates of origin issued from the 1st January next ; but the custom-houses shall admit any certificate which may have been issued in accordance with this new system, though their date may be previous to that fixed herein.

3. The other Rules of disposition 12 remain in force.

Madrid, September 25, 1897.

According to the Regulations, therefore, as modified by this Royal Order, the producer's name is not required in certificates of origin issued on the declaration of what are described as "comerciantes matriculados" (licensed merchants). On learning the terms of the new Regulations, Her Majesty's Government instructed Her Majesty's Ambassador at Madrid to represent to the Spanish Government that there was no registration or licensing of merchants in England corresponding to that implied by the term "comerciantes matriculados," and to ask that the Spanish Customs authorities might be instructed to accept certificates without the insertion of the name of the producer

of the goods on the declaration of "*bona fide* traders known to the issuing authority." To this request the Spanish Government replied by proposing a somewhat different formula as a substitute in the case of British produce for the original expression, *viz.*, "comerciante, negociante, etc., de esta plaza y cuya personalidad para el efecto es reconocida por la autoridad" (merchants or traders, etc., of this town whose qualification for the purpose is recognized by the (issuing) authority). This formula has now been agreed to by Her Majesty's Government.

With regard to paragraph 2 of Rule A, Her Majesty's Government have designated, and the Spanish Government have accepted, Magistrates, Mayors, Chambers of Commerce, Collectors of Customs as duly qualified to issue certificates of origin.

As the two questions of the formula to be substituted for the term "comerciantes matriculados" and of the authorities qualified to issue certificates were only finally settled a few days before the date fixed by the Royal Order for the coming into force of the new Regulations, Her Majesty's charged' Affaires, in obedience to instructions from Her Majesty's Government, applied for the suspension of their operation until the 1st February. The Spanish Government have, however, only consented to suspend them until the 15th instant inclusive.

Accordingly, on the 15th instant, the old system established by the Royal Order of the 8th November 1895 will come to an end, and on and after the 16th certificates of origin for British produce will be accepted in Spain without the insertion of the producer's name, when issued by Magistrates, Chambers of Commerce, Mayors, and Collectors of Customs, on the declaration, supported by reliable invoices, of such merchants or traders established in the town in which the certificates are issued as are recognized by the issuing authority as duly qualified to make the declaration.

Shortly after the appearance in the Gazette of the Royal Order of the 25th September, a model certificate of origin was published by the "Eco de las Aduanas," and repeated assurances have been received from the Director-General's Department that the form in question will meet the requirements of the Spanish Customs authorities under the new Regulations.

The form which accompanies this Memorandum, in Spanish and English, is merely the model from the "Eco de las Aduanas" modified in accordance with the special arrangements made for British produce.

CERTIFICATE OF ORIGIN.

We, [Chamber of Commerce,] / [Mayor,] / [Magistrate,] / [or Collector of Customs,] (Note 1) certify that:

Mr.———— [Producer or manufacturer, / Holder of power of attorney of producer or manufacturer [holder of power of attorney of Mr.——], residing—— / Merchant or trader, etc., of this town, whose qualification for the purpose is recognized by us.] (Note 2)

residing in————Street, has declared before us, on his responsibility that the merchandize designated below is of———— origin and production (Note 3), as shown by reliable invoices presented to us by the consignor (Note 4), which merchandize is to be shipped to————[place of destination in Spain], consigned to———— merchant or manufacturer at————[place of residence in Spain].

Number and Description of Cases.	Marks.	Numbering.	Gross Weight / Kilog.	Contents (Note 5).

NOTES.

Note 1.—Spanish Consuls can also issue certificates of origin when specially authorized to do so.

Note 2.—The formula to be used depends on the quality of the applicant for the certificate of origin. The two not used must be crossed out.

Note 3.—When the certificate is issued on the application of the producer or the holder of his power of attorney, the expression "is of {my / his} manufacture" must be substituted for the words "is of.....origin and production."

Note 4.—The words "as shown by reliable invoices presented to us by the applicant" must be omitted if the declaration is made by (i) the producer or manufacturer, or (ii) the holder of his power of attorney. When the certificate is applied for by (iii) the merchant or trader, the name of the manufacturer or producer may be omitted.

Note 5.—The expression "contents" refers to the material and class of merchandize. In threads and textiles it must be expressly stated whether these are of cotton, jute, flax, wool, or silk, or a mixture of these materials.

So declared under my responsibility.

[Date and signature of the authority

[Signature of person declaring.] (Note 6.) issuing certificate.]

Seen at this Consulate for the legalisation

Consular visa No.———— of authority's signature.

[Date, signature, and seal of Consulate.]

This certificate is good for not more than ————
months from the date of visa.

Note 6.—The expression "so declared on my responsibility" will not be employed in those cases where the application has been made to the authority by written and signed petition, in conformity with the regulations of each country.

APPENDIX W.

TREATY OF COMMERCE AND NAVIGATION BETWEEN GREAT BRITAIN AND JAPAN.

BOMBAY, 2*nd August* 1898.

JOHN MARSHALL, Esq., Secretary, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We beg to enclose herewith a copy of the correspondence that has taken place between our Mr. R. D. Tata and Her Majesty's Principal Secretary of State for Foreign Affairs, and trust that you will be so good as to place it before your Committee for consideration. We beg also to draw your attention to the remarks that have appeared on the subject in the local papers.

The question involved appears to us to have a very important bearing on the trade of Bombay with Japan. We have no doubt, therefore, that after giving it serious consideration your Committee will take the necessary steps to approach Government in the matter.—We are, &c.,

TATA & SONS.

LONDON, 27*th April* 1898.

Copy of a letter from Messrs. FRESHFIELD and WILLIAMS, Solicitors, to HER MAJESTY'S PRINCIPAL SECRETARY of STATE for FOREIGN AFFAIRS.

SIR—We are requested by our client, Mr. Tata, a subject of Her Majesty, as Empress of India, as he is a Parsee merchant resident in Bombay, to ask your opinion in the following circumstances :—

In August, 1894, a Treaty of Commerce and Navigation was entered into between Her Majesty the Queen as Queen and Empress of India of the one part and His Majesty the Emperor of Japan of the other part. The Treaty appears to have two different objects—one is personal to the subjects of the two high contracting parties, and the other applies to commerce and navigation and such like. In the first head it appears that the subjects of each of the two high contracting parties have full liberty to enter in, travel, or reside in any part of the dominions of the other. They are to have free access to the Court of Justice. In whatever relates to the rights of residence and travel, the possessing goods and the succession to personal estate, &c.,

the holding and disposal of property and other matters, the subjects of each party are to be upon the same footing as native subjects. They are not to pay unequal taxes, and are to be exempt from military service. There are other clauses of a similar personal nature to this. There are also other clauses which relate to reciprocal freedom of commerce between the two countries, the imposition of duties, the importation of tonnage, harbour lighthouse duties, &c., and certain other international purposes.

The nineteenth section is as follows:—"The stipulation of the present Treaty shall be applicable, so far as the laws shall permit, to all colonies and foreign possessions of Her Britannic Majesty excepting to those herein named."

Among the excepted possessions is India. There is also a proviso that the stipulations of the Treaty may be made applicable to any of the excepted colonies by a notice from Her Majesty's representative at Tokyo to the Japanese Government within two years from the date of the application of the Treaty. As far as Mr. Tata knows no such notice was given.

Upon this state of things Mr. Tata wishes to know what is his position as the subject of Her Majesty as Empress of India, travelling and trading presonally in Japan, and whether he would be entitled to hold land in his own name as is specified in the Treaty, or whether the exception of India excepts also all the subjects of Her Majesty the Queen as Empress of India, and, if so, what would be his position in Japan?

It seems to us that most probably the fact that he is the subject of the Queen would entitle him to all those parts of the Treaty that are personal, and that the object of the exception was to exclude from the Treaty the Government of India and not the individual inhabitants; but we should esteem it a favour if you would inform us what the view taken by H. M. Foreign Office is upon this question.—We have, &c.,

FRESHFIELD & WILLIAMS.

LONDON, *8th June* 1898.

Copy of letter from Messrs. FRESHFIELD and WILLIAMS to R. D. TATA, Esq.

DEAR SIR,—We beg to inform you that as we have not heard from the Secretary of State for Foreign Affairs, we again sent up to him to

ascertain the cause. We are informed that the officials having been unable to satisfy themselves upon the point raised in our letter, have written out to India for certain information, and that, therefore, there will yet be some little delay.—We are, &c.,

FRESHFIELD & WILLIAMS.

LONDON, 21*st June* 1898.

Copy of letter from Messrs. FRESHFIELD and WILLIAMS to R. D. TATA, Esq.

DEAR SIR,—We have this morning received an answer from the Foreign Office respecting the question we put to them, and we send you a copy of it.

We fear from the nature of the answer that the Government are of opinion that by reason of your being a resident in India, you are only entitled to such rights in Japan as are enjoyed by all foreigners under the civil treaties and not to any special advantage which may come by reason of the treaty between this country and Japan. In other words, that all foreigners travelling or resident in Japan have equal personal liberties, and that the commercial advantages of the treaty are only enjoyed by the inhabitants of such part of the Empire as had adhered to it.—We are, &c.,

FRESHFIELD & WILLIAMS.

LONDON, 20*th June* 1898.

Copy of letter from HER MAJESTY'S PRINCIPAL SECRETARY of STATE for FOREIGN AFFAIRS to Messrs. FRESHFIELD and WILLIAMS.

GENTLEMEN,—With reference to your letter of the 27th April respecting the position of Mr. Tata, an Indian subject of the Queen, when travelling and trading in Japan, I am directed by the Marquess of Salisbury to inform you that the Government of India have not deemed it expedient that the new Treaty with Japan should be made applicable to that country.

The Japanese Civil Code, as at present worded, provides that foreigners shall enjoy all the civil rights enjoyed by Japanese subjects, except such as are expressly denied to them by legislation, as, for instance, the right to hold land in fee simple, and that of owning and publishing newspapers.

As regards trade and commerce, the position of India and of non-adhering Colonies will be no doubt affected, since goods from such British possessions will be subject to the Japanese General Tariff instead of the Conventional Tariff under the Treaties with Foreign Powers.—I am, &c.,

FRANCIS BERTIE.

BOMBAY CHAMBER OF COMMERCE, *5th August* 1898.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—The attention of the Committee of the Chamber having been drawn to the accompanying correspondence respecting the Treaty of Commerce and Navigation entered into in August 1894 between H. M. the Queen as Queen and Empress of India and His Majesty the Emperor of Japan, I am directed to solicit the favour of being furnished with any information which may be in the possession of Government as to the position merchants in India would occupy under the Treaty in question when the same comes into force; also whether the time for adhering to the new treaty has expired, and whether the Government of India has come to a decision on the subject.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *3rd September* 1898.

MESSRS. TATA & SONS, Bombay.

DEAR SIRS,—I am directed to acknowledge the receipt of your letter of the 2nd ultimo respecting the Treaty of Commerce and Navigation between Great Britain and Japan, and to say that the matter is receiving the attention of the Committee of the Chamber of Commerce.—I am, &c.,

C. J. MICHAEL, Acting Secretary.

APPENDIX X.

POSTAL DELIVERY IN BOMBAY.

BOMBAY CHAMBER OF COMMERCE, 30*th June* 1898.

The POSTMASTER GENERAL, Bombay.

SIR,—Having reason to believe that considerable irregularity exists in the local delivery of letters, the Committee of the Chamber have recently taken steps to ascertain by practical test how the public were being served. For this purpose they caused test letters to be posted to various addressees at the following post offices, namely,—

General	Post	Office.
Mazagon	„	„
Prince's Dock	„	„
Colaba	„	„
Tardeo	„	„
Apollo Bunder	„	„
Byculla	„	„
Girgaum	„	„
Malabar Hill	„	„
Kalbadavi	„	„
Mandvi	„	„
Parel	„	„

and I append a statement showing the names of the addressees, date and hour of posting, date and hour of receipt, and the time occupied in transmission. I also enclose the envelopes in which these various letters were transmitted.

2. A careful examination of the results obtained will, my Committee think, convince you that very considerable

irregularity prevails in the transmission and delivery of letters, and that on the average greater delay is experienced than ought to be the case under the existing arrangements for delivery. The most conspicuous as regards delay, both apparently in despatch and delivery, is the Parel office, the whole of the letters sent through it having been delayed on the average close on 24 hours, and in one case over 53 hours. It is apparent, therefore, that something is radically wrong with the system at that establishment. The Apollo Bunder office gives also strikingly bad results, every letter posted there having taken an excessive time to reach the addressees, while the Prince's Dock office, although in a less degree, appears also to be responsible for unnecessary delay. The Committee are of course aware that of the time occupied in transmission, as shown in the tabular form, some portion is attributable to the letters having been posted considerably before the hour for the next delivery; but even making every allowance for that it seems to the Committee that the local delivery of letters is by no means up to the standard which the public, and more especially the mercantile community, have a right to, and do expect.

3. A very material improvement would doubtless result from a more vigorous system of inspection; but my Committee are of opinion that even the best results obtainable from the existing arrangements are scarcely up to the standard of the present day. They understand that the deliveries at present are five in number,—

(1) at 8 a.m.
(2) at 10 a.m.
(3) at 1 p.m.
(4) at 3 p.m.
(5) at 5 p.m.

and these, they would submit, are insufficient to meet public requirements. In Calcutta a system of hourly deliveries has been tested with most excellent results, and while the Committee of the Chamber consider that anything that is practicable in Calcutta should be equally feasible in Bombay, they would not ask for such an increase in the number of deliveries at all events to begin with. They do, however, think that instead of five deliveries there might, with great advantage, be seven in the day, say,—

(1) at 8 a.m.
(2) at 10 a.m.
(3) at 11-30 a.m.
(4) at 1 p.m.
(5) at 2-30 p.m.
(6) at 4 p.m.
(7) at 5-30 p.m.

This arrangement, it will be observed, would have the tendency to increase the number of deliveries during the earlier portion of the day. At present there is no delivery between 10 a. m. and 1 p.m.—making an interval of three hours at the busiest period of the day. Such an interval should not, the Committee think, exist, and they feel assured that seven deliveries at the hours suggested would greatly benefit the entire community, and lead to an enormous increase in local correspondence. Letters and communications which are now sent at great expense by hand would be entrusted to the post office, if the public felt assured that they would reach their destination within a reasonable space of time—say from two to three hours—and seeing what has been accomplished in Calcutta (not to mention the development which has taken place in matters of this kind in Europe) my Committee consider that their suggestions for Bombay are by no means of an extreme character.

4. I am to add that in taking the steps they have done to test the working of the local offices under your charge, the Committee of the Chamber have been solely actuated by a desire to assist the authorities in what they feel sure they are desirous of attaining—a first-class system of delivery with certainty and despatch.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 11403.

BOMBAY, 19*th July* 1898.

From the POSTMASTER GENERAL, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my No. 9413 of 1st instant, I beg to express my thanks to you for the trouble that has been taken in testing the local delivery system of Bombay, and which has been instrumental in bringing certain irregularities to notice.

2. Of the covers posted 77 were correctly delivered according to the existing service, while irregularities occurred in respect of the remainder, the chief offending offices being Apollo Bunder, Mazagon and Market; and with reference more particularly to the former I would thank you to inform me whether you posted the covers personally, and if so, whether they were posted in the letter-box attached to the post office. The number of despatches from that office is considerable, and the delay in dealing with the covers is unaccountable.

3. In many cases covers were posted unnecessarily early with the result that the time between posting and actual delivery was longer than it would otherwise have been, while as regards others, admittedly irregularly dealt with, the fault lies not so much with the system as with the agents entrusted with working it. I gather, however, that the object of the test was not only to detect irregularities but to show that even when none were committed the existing delivery service is not sufficiently rapid to admit of local correspondence being expeditiously delivered, especially during the busiest part of the day, and to improve this you suggest that there should be an hourly delivery as in Calcutta or that at least to begin with there should be two additional deliveries, thus giving seven daily. You are likewise of opinion that if this is given there would be an enormous development of local correspondence.

4. While not prepared to say you may have taken too sanguine a view of the possible results that would follow a more frequent delivery service, yet considering all that has been done elsewhere it appears reasonable to expect that Bombay should also advance; and with this object in view your suggestions will receive most careful consideration.

5. I must, however, ask the Chamber to recognize that it is a large question, and that it will take some time to deal with finally.—I have, &c.,

W. MERRETT,
Offg. Postmaster General.

BOMBAY CHAMBER OF COMMERCE, 23*rd July* 1898.

The POSTMASTER GENERAL, Bombay.

SIR,—I have laid before the Committee of the Chamber your letter No. 11403 of the 19th instant, in reply to my communication of the 30th ultimo, respecting the local delivery system of Bombay.

2. With reference to the enquiry in your second paragraph, I have to say that at the Apollo Bunder office the covers were posted by one of my assistants and were deposited in the letter-box attached to the office.

3. My Committee observe that while you consider the chief offending offices were Apollo Bunder, Mazagon and the Market, you make no mention of Parel, where, as my letter pointed out, the irregularities were most marked, one letter only having been delivered in 11 hours 30 minutes, while eight covers took an average of 23 hours 26 minutes, and one 53 hours and 46 minutes to reach its address.

Your observation that "in many cases covers were posted unnecessarily early" was to a great extent anticipated in my previous letter. Undoubtedly the time occupied in transmission might have been minimised by taking care to post at the different offices nearer the next hour of clearance and despatch. To have done so, however,

would scarcely have met the object the Committee had in view in instituting the test. The public as a rule are apt to write and post their letters at the hours most suitable to themselves or business demands without bearing in mind—if indeed they are always aware of—the exact periods of clearance at the various offices, and the object to be kept in view, my Committee venture to submit, is not that the public should adapt themselves to post office hours, but that postal arrangements should meet public requirements. To do that adequately, clearances and deliveries should be so arranged that during business hours at all events people posting local letters should be able to do so with reasonable certainty that they would be delivered within, say, two or at the outside three hours from the time of posting.

The Committee of the Chamber desire me to express their satisfaction at the cordial spirit with which their suggestions have been received, and while aware that alterations in a complicated system such as they have proposed necessarily take time, they trust that the promised reform will be introduced without unnecessary delay.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 12589.

BOMBAY, 28*th July* 1898.

From the POSTMASTER GENERAL, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your communication of the 23rd instant, I beg to give below the remarks by the Presidency Postmaster in respect of the covers for Parel.

No. 9.—Posted too late for the 3rd delivery, and 1 hour and 10 minutes too early for 4th delivery, incorrectly addressed by sender to Parel instead of to Dadar.

No. 17.—Posted too late for 2nd delivery, and 1 hour and 50 minutes too early for 3rd delivery, incorrectly addressed by sender to Parel instead of to Dadar.

No. 25.—Posted too late for 1st delivery, and 50 minutes too early for 2nd delivery, incorrectly addressed to Parel instead of to Dadar.

No. 33.—Posted too late for 2nd delivery, and 1 hour and 45 minutes too early for 3rd delivery, incorrectly addressed by sender to Parel instead of to Dadar.

No. 41.—Posted too late for 2nd delivery, and 50 minutes too early for 3rd delivery, incorrectly addressed by sender to Parel instead of to Dadar.

No. 51.—Posted too late for 3rd delivery, and 25 minutes too early for 4th delivery, delayed for one despatch at Apollo Bunder, and incorrectly addressed to Parel instead of to Dadar.

No. 60.—Posted too late for 2nd delivery, and 1 hour and 1 minute too early for 3rd delivery, incorrectly addressed by sender to Parel instead of to Dadar.

No. 69.—Posted too late for 2nd delivery, and 1 hour and 14 minutes too early for 3rd delivery, incorrectly addressed by sender to Parel instead of to Dadar.

No. 77.—Posted too late for 3rd delivery, and 50 minutes too early for 4th delivery, incorrectly addressed by sender to Parel instead of to Dadar.

2. You will notice from the above that the primary cause of delay in delivery of the covers was due to their having been addressed to a wrong post-town, Parel, in place of Dadar, which serves Bhoiwadda Road; and from an examination of the stamp impressions it has been shown that in not a single instance were they unnecessarily delayed in the Parel post office. One of them, No. 9, posted in the General Post Office was erroneously and very carelessly dealt with in that office, and No. 96 posted in Mandvi after return from Parel was missent to Dharavi. Two others, viz. 51, lost one despatch in Apollo Bunder, and 87 was subjected to the same detention in the Market Post Office.

3. In order that the position may be more fully understood in respect of these covers, I may mention that the Dadar post office is not included in the postal delivery system of Bombay and that there is no direct communication between that office and Parel. Hence a cover received by the latter and intended for the former comes back to the

General Post Office and is sent to Dadar by the first available opportunity. Three despatches only are made daily by the General Post Office to Dadar.

4. The Chamber may rest assured that there will be no unnecessary delay in dealing with the suggestions it has made.—I have, &c.,

W. MERRETT,
Offg. Postmaster General.

POSTAL DELIVERIES IN BOMBAY.

BOMBAY CHAMBER OF COMMERCE, *3rd January* 1899.

The POSTMASTER GENERAL, Bombay.

SIR,—Referring to correspondence ending with your letter No. 12589 of the 28th July 1898, the Committee of the Chamber will be glad to know what further action has been taken by you in the above matter. Their attention has been called to the annexed cutting from the *Times of India*, dated 9th December 1898, and as the annual report of the Chamber is now due, they desire to place before the members any further information you can give them as to the improvements referred to in the article.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 32096.

BOMBAY, *20th January* 1899.

From the POSTMASTER GENERAL, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of 3rd January 1899, I have the honor to inform you that arrangements are now being made for gradually introducing the continuous delivery system in all the post offices of Bombay and its suburbs with the exception of Dadar, Sewri and Warli. Under this system letter boxes are cleared and delivery is made of fully prepaid unregistered articles, newspapers and packets at short intervals.

2. With effect from the 1st February 1899 the Post Office establishment will make hourly collections and deliveries of the postal articles

mentioned above from 6 a.m. to 9 p.m. within the area now served by the General Post Office of Bombay. This area extends from the Tramway Stables at Colaba Causeway on the south to the Esplanade Cross Road and the Native Infantry lines on the north.

The Apollo Bunder office, which is now a delivery office, will cease to be such on that date, and the locality now served by it will be served by the General Post Office.

3. As soon as the scheme is found to be working satisfactorily within the Fort or General Post Office area, it will by degrees be extended to the localities now served by the Market, Mandvi, Prince's Dock, Girgaon, Umarkhadi and Byculla post offices, and then the same number of daily collections and deliveries, namely sixteen, will be made there as in the Fort. In the same way it will also be introduced in the areas now served by the Colaba, Mazagaon, Tardeo, Malabar Hill, Jacob's Circle, Parel and the Fergusson Road post offices, but instead of sixteen deliveries at intervals of one hour there will be eight deliveries at intervals of two hours within these localities. There will be the same number of collections or clearances of letter boxes as of deliveries in any area. It must be clearly understood that the proposed increased number of deliveries to be made on 1st February will only apply to letters posted within the Fort area.

4. In order to represent the matter more clearly I may here say that the system will be introduced by the following stages :—

(1) Increased deliveries and collections in the Fort to have effect from 1st February.

(2) Increased communications between the town sub-offices and the General Post Office to meet the deliveries in the Fort. This will be effected about April or May next.

(3) Increased deliveries and collections in the other portions of the town.

To secure the success of the continuous delivery system its extension to the other portions of Bombay will be effected gradually, but it is expected that the changes which I have indicated will be entirely accomplished by the end of the current year.

5. In connection with this scheme the necessity of increasing the number of street letter boxes has arisen, and while there are at present 74 such boxes in Bombay, it has been decided to erect upwards of 200

m ore within this year. Thus the public will not only receive postal articles more promptly, but greater facilities for posting will be afforded them than at present.

6. Bombay will be divided into about 120 postmen's beats, each beat containg at least two letter boxes. The extent of a beat will be such as to enable the postman to traverse it once in every hour or two hours according as it is situated in the hourly or two hourly delivery area.

The letter boxes will be cleared every time a delivery is made.

7. At present postmen are required to attend the Post Office before each delivery to receive the postal articles for distribution, and much time is thus occupied in journeys between these offices and their beats, but under the new system it will be unnecessary for them to leave their beats and articles for delivery will be conveyed to them by messengers of whom a special staff will be entertained for this purpose. These messengers will also carry to the post offices the letters collected from the boxes by the postmen on their rounds.

8. The delivery of registered articles and parcels and the payment of money orders will not be affected by these arrangements.

The postal notices which will be issued from time to time will furnish all information on this point.

9. There will be two deliveries of fully prepaid unregistered articles, newspapers and packets on Sundays and Post Office holidays instead of one as at present.

10. It is not proposed to extend the scheme to the Dadar, Sewri and Warli (sub) offices. The number of deliveries and collections daily effected by the Dadar and Sewri offices has been recently increased to four and by the Worli office to three. Some important departmental changes have also been made in the status of these offices and the improvements thus effected in the postal arrangements for those localities fully meet the present requirements of the residents.

11. The time up to which unregistered articles may be posted for the night mails will be extended by half an hour.

A postal notice showing the revised arrangements about to be introduced, is now being printed and copies will shortly be distributed.

12. The measures, which I have thus briefly detailed, for increased postal facilities in Bombay City will entail on Government an annua outlay of about Rs. 40,000, and I trust that the benefits which the public will derive from them will be commensurate with the expenditure.

13. In conclusion, I beg to add that any suggestions or criticisms regarding this scheme which the Chamber of Commerce may be good enough to offer will receive the fullest consideration.—I have, &c.,

W. MAXWELL,
Offg. Postmaster General.

BOMBAY CHAMBER OF COMMERCE, *27th January* 1899.

The OFFICIATING POSTMASTER GENERAL, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 32096 of the 20th instant with respect to the postal delivery system of Bombay.

The Committee of the Chamber of Commerce have perused your communication with much interest, and I am instructed to inform you that they entirely approve of the arrangements which are being made by your Department for introducing the continuous delivery system in all the post offices of Bombay.

I am also to convey to you the thanks of the members of the Chamber for the trouble you have taken in this matter.—I have, &c.,

C. J. MICHAEL, Assist. Secretary.

APPENDIX Y.

TRADE AND CURRENCY IN CHINA.

No. 1287-'98.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *28th September* 1898.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to forward for your information copy of a letter No. 1265-'98, dated 26th September, addressed to the Secretary to the Government of Bengal, Financial Department, suggesting that a competent Government official should be deputed to proceed to China to make enquiries on the spot regarding the foreign trade of China, the probability of its development, and the effect of the fall in the value of silver on production and prices. The points which the Committee consider are the main ones into which enquiry is necessary are fully enumerated in the letter, and it is also suggested that the officer deputed should make a similar, though less detailed, enquiry in Japan, and also endeavour to obtain information with regard to the condition of trade in the Straits Settlements.

The Committee consider that as such an enquiry would be undertaken really in the interests of India as a whole, it should be treated as an Imperial matter, and the cost defrayed by Government. They direct me to express a hope that the Committee of your Chamber will see their way to support the representation which has been made; and, in this event, I am to ask whether you will be good enough to wire their views to the Secretary to the Government of India, Finance and Commerce Department, Simla.—Yours, &c.,

W. PARSONS, Secretary.

No. 1265-'98.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *26th September* 1898.

From the SECRETARY, BENGAL CHAMBER of COMMERCE, to the SECRETARY to the GOVERNMENT of BENGAL, Financial Department.

SIR,—The Committee of the Bengal Chamber of Commerce have had under consideration the question of the effect of the fall in the

price of silver on the export trade of China, especially in respect of articles which come into competition with exports from India, but they have found great difficulty in getting reliable and up-to-date information on the subject. Without such information as regards prices, wages, &c., now current in China, it seems impossible to form a correct estimate of the effect of the fall in silver.

2. The evidence given before the Indian Currency Committee—a report of which has just reached this country—shows, especially as regards the Indian tea industry—that serious fears are entertained of the great and increasing injury which is likely to be sustained by this particular industry in competition with China tea, owing to the alleged advantage China has over India on account of the fall in the gold value of silver.

3. Although this opinion seems to be largely held by those interested in Indian tea, it appears to the Committee that there is not sufficient informatien available on which to arrive at a reliable conclusion, and they therefore consider it to be of the utmost importance that steps should at once be taken to obtain such information.

4. I am directed, therefore, to ask if Government will be prepared to depute an officer to proceed to China to make enquiries on the spot regarding the effect of the fall in the value of silver on production and prices, and the effect this may be expected to have on exports from China in competition with those from India.

5. I am further directed to suggest that, if his services can at present be spared by Government, Mr. Frederick Atkinson of the Financial Department, would be a suitable officer to undertake this duty, as from his training and special study of currency and trade in India, and knowledge of both, every confidence would be placed by the mercantile community in a report prepared by him. His enquiries might extend to all exports in which India is interested, and in connexion with which China threatens destructive competition.

6. The points which the Committee consider are the main ones into which enquiry is necessary may be enumerated as follows :—

(1) What is the precise currency of China ?

(2) If silver, how has the divorce of silver from the rupee affected the trade of the country ?

(3) If copper, what is its connection with silver in the large transactions of trade?

(4) If copper, how have silver prices at ports been affected and why?

(5) If silver or copper, how international trade is adjusted—

(*a*) with gold standard countries?

(*b*) with silver standard countries?

(*c*) with India?

(6) If copper, an enquiry into whether the economic and other conditions of the country would permit a change to silver or gold.

(7) A full enquiry into the methods of trade in China.

(8) An enquiry into the duties, export and import, past and present, and the effect of these on prices.

(9) A full enquiry into the possible or probable effect of the awakening of China—

(*a*) on her currency.

(*b*) on her trade generally.

(*c*) on her competition with India.

(10) A full enquiry, if possible, into the tea trade and the sytem on which the trade is financed, tracing the process from the tea garden in the interior to shipment at the port.

(11) An enquiry into the experiments now said to be in progress regarding the improvement in the manufacture of China tea, and as to what prospect there is of the Chinese adopting in the near future, Indian methods, such as the use of machinery, &c.

(12) An enquiry into the cause of the fall in the price of opium in India, and the reason why the quantity taken so rapidly and materially decreases. (This point, apart from the question of revenue, is one of special importance to the Chamber, as the fall in price is regarded by many as conclusive evidence of China possessing a silver currency, and it is obviously also one of peculiar importance to the Government of India.)

(13) An enquiry into the competition of the cotton industry in China with India, and into the supply and demand and prices of cotton yarn from Indian, Japanese and English Mills.

(14) An enquiry into the trade in raw cotton between India and China.

(15) A general enquiry into all points which affect, or may hereafter affect, India.

7. The Committee would also suggest that after the enquiry in China is completed and reported on, and if time permits, the officer deputed may be required to make a somewhat similar, though less detailed enquiry in Japan, and to ascertain how the fact of the gold standard of that country with silver equal to the rupee at 11½*d.* has so far affected prices there, and how far, or if at all, Japan is likely to be influenced in her trade, more especially in tea, and cotton goods, in her competition with India with a rupee valued at 16*d.* The Committee realise that the higher civilization of Japan may, in the near future, prove an even more important element in the unfavourable Exchange factor than China, and consider therefore that the economic conditions of the country should be enquired into.

8. Lastly, the Committee consider that *en route* Mr. Atkinson should obtain information with regard to the condition of trade in the Straits Settlements, admittedly a purely silver using country, and the conditions of which may be some guide as to what might be expected in China in the not uncertain event of a change in her currency to silver, assuming that that currency is not of that metal at present.

9. As regards the expenses of such a deputation, the Committee consider that, as the enquiry is really in the interests of India as a whole, it should be treated as an Imperial matter and the cost be defrayed by Government. The Committee trust that His Honor the Lieutenant-Governor will see his way to support the representation now made.

10. In order to save time, a copy of this letter has been sent direct to the Government of India, Department of Finance and Commerce.—I have, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, *8th October* 1898.

The SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Simla.

SIR,—I am directed to confirm the following telegram despatched to your address on the 6th instant:—

"Committee Bombay Chamber of Commerce having been favored with copy of letter addressed by Bengal Chamber to Government of Bengal, Financial Department, dated 26th September, beg to support proposal made by that body that competent Government official be deputed to proceed to China to make inquiries on the lines indicated in their communication. Committee Bombay Chamber, however, cannot express opinion as to whether the officer named in para. 5 of Bengal Chamber's letter is the most suitable person to send."—I have, &c.,

C. J. MICHAEL, Acting Secretary.

BOMBAY CHAMBER OF COMMERCE, *6th October* 1898.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—Having laid before the Committee of this Chamber your letter No. 1287 of the 28th ultimo, together with its accompaniment, I am directed to inform you that in accordance with your request they have telegraphed to the Secretary to the Government of India, Finance and Commerce Department, Simla, in support of your proposal, and I beg to subjoin a copy of the message for your information:—

"Committee Bombay Chamber of Commerce having been favored with copy of letter addressed by Bengal Chamber to Government of Bengal, Financial Department, dated 26th September, beg to support proposal made by

that body that competent Government official be deputed to proceed to China to make inquiries on the lines indicated in their communication. Committee Bombay Chamber, however, cannot express opinion as to whether the officer named in para. 5 of Bengal Chamber's letter is the most suitable person to send."—I am, &c.,

C. J. MICHAEL, Acting Secretary.

No. 1372 OF 1898.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 13*th October* 1898.

The ACTING SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of the 6th inst., intimating that your Committee had telegraphed to the Government of India in support of the proposal made by this Chamber for an enquiry into trade and currency in China.

The Committee are much indebted to you for the support you have given to the movement.—Yours, &c.,

W. PARSONS, Secretary.

APPENDIX Z.

TREASURY BALANCES.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 17*th December* 1898.

MEMO. FOR THE COMMITTEE.

MANAGEMENT OF THE TREASURY BALANCES.

I am directed by the Finance Sub-Committee to submit to the Committee of the Chamber their report on the proposal to make a representation to Government, with the view of altering the present system of managing the Treasury Balances so as to allow of funds being placed more freely at the disposal of the public during the busy season—February to June of each year.

The Finance Sub-Committee have carefully considered the file of papers sent down, and have also had before them reports of the proceedings of the Legislative Council of India in various years, from which they have been able to ascertain what action has previously been taken in regard to the matter by the representatives, in the Council, of the mercantile community. They have noted from these proceedings that Sir David Barbour at the meeting of the Council, held on the 27th March 1889, dealt at length with the whole question, and expressed himself in opposition to any change in the existing system. Mr. Robert Steel and Sir Alexander Wilson, representatives of the Chamber on the Council, have also spoken on different occasions in support of the views expressed by Sir David Barbour.

The Finance Sub-Committee, notwithstanding, have reported in favour of a representation being made to Government, as they consider the position is now somewhat changed, and think it is most advisable that, as the season of the year when the Cash Balances are highest, coincides with the exporting season when money is most scarce, Government should, during that period, lend sufficient cash to the Presidency Banks to enable those Banks always to be in a position to make advances on Government Securities. They consider that it is damaging to the credit of Government that Government paper should at any time cease to be a loanable security. They have been strengthened in this view by the fact that several witnesses before the Cur-

rency Committee, notably Sir Edgar Vincent and Mr. A. M. Lindsay, were in favour of such a course being pursued by Government.

The Sub-Committee are of opinion that Government could without danger advance sufficient cash to relieve the stringency which generally exists from February to June in each year.

W. PARSONS, Secretary.

The following is the report of the Sub-Committee :—

The Finance Sub-Committee recognise that in the conditions attaching to both Imperial and Trade Finance in India, the Government cannot place Treasury Balances at the disposal of trade with so free a hand as is done in England. The question before the Committee, however, appears to be not the wholesale surrender of treasury funds to the Presidency Banks, but the discretionary disposal of them in periods of stringency. If the action of the Government is such as to unnecessarily cause a money stringency at one season of the year, and a deceptive redundancy at another season, it follows that the manipulation of these funds is a potent disturbing influence in our money market.

It has been the impression for years that the Government have been sparing of their deposits with the Presidency Banks during the seasons of greatest pressure, with the object of stimulating exchange, and lavish with their deposits in the monsoon months when easy money has helped them to issue new loans.

In order to ascertain whether this impression has any justification in fact, the Finance Committee have had the following tabulated statements prepared. The point to be arrived at is this. The collection of revenue, especially the land revenue, withdraws from active circulation considerable sums of money at certain seasons, and it so happens that this withdrawal of money from private hands takes place just when funds are most needed for harvest requirements. By comparing the balances in the Civil Treasuries and Reserve Treasuries with the Treasury Balances in the Presidency Banks in March, July, and November of several years, a fair estimate may be formed of the relation between revenue funds held apart and those placed at the disposal of trade (see Statement I). These months are selected because, generally, March is the month of acutest trade demand and largest accumulations of revenue, July the month of smallest trade demand, and November the month of smallest Government revenue.

I.

Statement showing Cash Balances in Government Treasuries, Reserve Treasuries, and Presidency Banks, in the months of March, July, and November from 1888 *to* 1898.

Total Balances in Government Treasuries.				Balances in Reserve Treasuries.				Balances in Presidency Banks.			
Year.	Last day of March.	Last day of July.	Last day of November.	Year.	Last day of March.	Last day of July.	Last day of November.	Year.	Last day of March.	Last day of July.	Last day of November.
1888	13,88,37,000	15,41,25,000	9,34,96,000	1888	71,87,000	3,64,51,000	79,04,000	1888	1,36,72,000	1,95,23,000	1,30,02,000
1889	13,30,51,000	12,70,22,000	9,00,61,000	1889	1,33,87,000	87,55,000	98,76,000	1889	1,42,34,000	1,71,94,000	1,64,04,000
1890	14,74,89,000	13,58,90,000	9,66,89,000	1890	1,31,66,000	2,39,37,000	1,35,86,000	1890	1,75,89,000	1,57,23,000	1,77,76,000
1891	17,87,61,000	14,96,65,000	10,01,07,000	1891	4,31,11,000	3,07,35,000	1,52,44,000	1891	1,44,61,000	1,53,54,000	1,53,94,000
1892	17,82,70,000	14,91,13,000	9,10,00,000	1892	3,60,99,000	3,40,19,000	1,44,20,000	1892	1,38,01,000	1,43,68,000	1,49,97,000
1893	15,27,18,000	14,06,80,000	15,23,81,000	1893	2,43,34,000	3,30,81,000	5,81,95,000	1893	1,68,03,000	1,69,10,000	1,57,28,000
1894	25,56,56,000	23,58,19,000	16,33,51,000	1894	10,12,59,000	8,72,50,000	5,90,85,000	1894	1,33,63,000	1,51,32,000	1,56,42,000
1895	22,52,96,000	19,14,02,000	10,76,68,000	1895	6,83,00,000	5,98,26,000	1,12,98,000	1895	1,58,29,000	1,45,46,000	1,56,99,000
1896	16,50,08,000	15,63,62,000	7,45,38,000	1896	2,17,51,000	3,76,92,000	1,05,37,000	1896	1,58,25,000	2,23,14,000	1,09,18,000
1897	13,37,38,000	9,25,30,000	8,07,64,000	1897	94,58,000	65,21,000	81,67,000	1897	1,68,03,000	1,31,62,000	1,65,72,000
1898	15,98,26,000	14,97,82,000	.....	1898	3,15,52,000	2,93,06,000	.....	1898	1,49,85,000	1,19,44,000	.....

Statement II shows that the proportion of balances in Civil Treasuries to Reserve Treasuries, and to the balances deposited with the Presidency Banks, has been on the average as follows :—

II.

AVERAGE BALANCES 1888-1897—(*inclusive*).

Months.	Total Balances. Govt. Treasuries.	Reserve Treasuries.	Presidency Banks.
March	17,13,82,200	3,38,09,200	1,52,43,000
July	15,32,60,800	3,58,31,700	1,64,82,600
November	10,50,05,800	1,99,31,200	1,52,13,200

These figures appear to support the generally received impression that the Government deposit a proportionately smaller amount with the Presidency Banks during the busy season than at other seasons. It will be seen that the proportion works out as under :—

	Total Treasuries.	Reserve Treasuries.	Presidency Banks.
March ...	100	19·44	8·89
July ...	100	23·38	10·75
November ...	100	18·98	14·49

The Finance Sub-Committee are, therefore, of opinion that the present method of disposing of Government Balances does adversely affect the money market, and think that a representation might reasonably be made to Government to increase in proportion to their total funds, their deposits with the Presidency Banks during the busy season. They also think it would be fair to the Presidency Banks if the rate at which Government funds were lent against deposits in times of emergency should be one per cent. below the published minimum rate of the Banks.

W. PARSONS, Secretary.

NOTE BY THE HON'BLE SIR JAMES WESTLAND, K.C.S.I., ON THE MANAGEMENT OF THE GOVERNMENT BALANCES.

To facilitate discussion as to the extent to which Cash Balances of the Government may be made available for commercial uses, I put together in this paper some of the considerations which, from the point of view of the Government, bear upon the question.

2. The great difference between the position in this respect of the Treasury in England and that in India may be seen from the following statement, which sets out first the figures relating to England. (The figures are taken from the "Economist," and though they do not precisely correspond as to date, they are good enough for the present purpose) :—

(In thousands of £.)	Exchequer Balance in the Bank of England.	Cash Balance in the Bank of England.
End of December 1897 ...	3,785	19,885
„ January 1898 ...	5,991	22,774
„ February 1898 ...	11,907	23,606
„ March 1898 ...	9,918(a)	21,662
„ April 1898 ...	5,286	22,720
„ May 1898 ...	7,230	26,046
„ June 1898 ...	4,800(a)	27,071

It will be seen from these figures that the Exchequer could at any time, if necessity arose, realize or spend the whole of the balance at its credit without causing the Bank of England to feel any but a temporary difficulty,—a difficulty which possibly might not be great enough to cause any steps of sufficient magnitude to affect, or even to come to the knowledge of, the public.

3. Now take the figures for India. They are made up in the annexed tables A and B for each week of the quarter, January to March 1898. It has to be remembered that, according to the contracts with the Presidency Banks, the head "Public Deposits" in their weekly returns is practically synonymous with balance at credit of Treasury; the balances of the High Courts and their officers, and of Railway Companies, and some others, which form a not inconsiderable aggregate of public money, lie outside these amounts and are reckoned

(a) The actuals are not available; this figure is taken by deducting from the total Exchequer Balance one million assumed to be the balance in the Bank of Ireland.

in the Bank statements as private accounts. The average of the 13 weekly returns is :—

(Thousands of Rs.)	Balance at Credit of Government.	Cash Balance of the Bank.
Head Offices only—		
Bank of Bengal	739	791
Bank of Bombay	527	636
Head Offices and Branches—		
Bank of Bengal	1,576	2,019
Bank of Madras	505	951
Bank of Bombay	873	953

It will be seen that a demand by Government for the use of its balances would leave the Banks with an utterly insufficient amount of cash for their requirements—would in short deplete both the financial centres and the principal towns in the interior of nearly the whole of their current banking balances.

4. In comparing England with India in this respect there are two features in the comparison which greatly aggravate the position as regards India. First, the balance in the Bank of England large as it is, is after all only a portion of the available cash in London. The number of Banks in London is legion, and even though the bulk of their available balances may be represented by a deposit account with the Bank of England, yet a large amount on the whole remains in their own possession ; and the diminution of the balance in the Bank of England by the whole amount it holds at the credit of the Exchequer would be a small tax upon the whole banking balance of the place. In India this is not the case, the Cash Balance of the Presidency Banks is a much more important factor in Calcutta or Bombay, for the Exchange Banks hold a comparatively small balance in their own coffers, and even that is, it is understood, sometimes an advance from the Presidency Banks. Secondly, the nexus between the Bank of England and the general available cash of the country is infinitely closer than that which exists in the case of the Indian Presidency Banks. The withdrawal of, say, five millions of Exchequer Balance from the Bank of England for the purpose of meeting Government payments due throughout the country might deplete the available cash of the Bank of England for a week or two, but the amount would speedily flow back again through a thousand different channels, and

the cash position of the Bank would be as strong as ever. In India, on the other hand, payments of the kind do not flow back till after a considerable time, and partly do not come back at all. A war on the frontier, a famine in a province, or heavy expenditure upon railways will absorb large amounts of cash, part of which dribbles back slowly, and part of which for practical purposes never comes back at all.

5. These considerations introduce great difficulty into the management of the Goverment Balances in India. It is not merely that the Government are obliged to have close regard to the demands that are coming upon them in respect of the payments due on Government account during the next few months, but that they are obliged to have regard to future commercial demand also. Just as the Directors of the Bank of England or of the Bank of Bengal, when they anticipate a strong commercial demand, would create a position of great danger if they were merely to say : " We have so many millions, or so many lakhs, in our Treasure chest, and there is therefore no use of our interfering with the demand ; let us go on giving out money as long as we possess any," so the Government in India is bound to carefully guard its balances against depletion brought about either by the payments which it has in due course to meet, or by too sudden withdrawal and dispersal through the channels of commercial demand. The above-imagined policy on the part of the Bank Directors would inevitably bring about a crisis in a very short time, and carelessness of management of the same kind—a concession to immediate commercial demand, without having any regard to the future—would bring a crisis on the money market in India, much more severe and much more rapid by reason of the smallness, the almost non-existence, of any margin to fall back upon.

6. This position of responsibility is forced upon the Government in this country, not of its own will, but because it is accepted by the Banking and the Mercantile Community as the monetary system of India. The whole commerce of the country is made to depend upon the Government Balances ; and the whole responsibility for the maintenance of an available Cash Reserve in India being thrown upon the Government, it is taken for granted that if there is a monetary stringency, it is due to the deliberate action of the Government. When Bank Directors, to meet the occasion I have been describing, put up the rate of discount, they are said to do what is wise and proper, both in their own interests and in those of the Commercial

Public; when the Government being in India in a similar position takes similar measures, it is considered to be deliberately causing an undue stringency of the money market.

7. It is not infrequently alleged in the public press and elsewhere that the Government of India, in their manipulation of Government Balances and of Council Bills, systematically pursue this policy of creating for their own purposes a stringency of the kind described. They have more than once had occasion to give this theory explicit denial. Some important papers on the subject were published in the *Gazette of India* of February 23rd, 1889 (page 115, etc.), which were intended to show that the one endeavour of the Government in managing their balances was to make things as smooth for the money market as it was possible for them to be, consistently with a system under which the Banks kept very little available money of their own, and depended for their immediately available resources almost entirely upon the margin of funds which the Government kept against possible administrative demands, and which are necessarily hypothecated to public necessities of the kind. For example, the weekly financial article in the *Pioneer* referring to the transactions of the second half of September last stated that "Government has been busy reducing its balances with the Bank of Bengal and the Bank of Bombay." The real fact, so far as Calcutta is concerned, was that Government during that fortnight paid 50 lakhs of Council Bills out of its balance in the Bank of Bengal (a matter which may be described as being within public knowledge), and the diminution of Government Balance which is the natural and inevitable consequence of the transfer of 50 lakhs from the Government Balance to that of the Exchange Banks was thus quoted as evidence that the Government was withdrawing its balances from commercial use! It will thus be seen that the criticism under reference contains exactly the mistake which was pointed out in paragraphs 22 and 23 on page 124 of the above quotation from the *Gazette of India*, and that the so-called artificial reduction of Government Balances at the Banks is nothing more or less than the issue of the amount to the public in the form of Council Bills. As a matter of fact, not a single rupee was withdrawn from the Bank to the Reserve Treasury during the latter half of the month of September.

8. It may be mentioned as regards the Government Balances at the Presidency Banks that for the express purpose of preventing any manipulation of them either in the direction of stringency or of the

opposite, they are worked upon a purely mechanical system. A maximum and a minimum limit are fixed, both very much in excess of the minimum stipulated in the contract with the Banks; and the rule is laid down that when the balance is above the maximum the responsible account officer withdraws a certain amount into the Reserve Treasury; when it falls to or below the minimum, he passes money into it from the Reserve Treasury. This rule is departed from only (1) when the Government are raising a loan, and, in order to let it fall easily on the market, allow the Presidency Banks to retain a nominally excessive Treasury Balance it may be regarded as nominal, because the transaction is the result of a credit to Government on the Bank's books by debit to advances on Government Securities, and the Bank for the moment does not really possess any funds available in cash against it; (2) when the general balance is so severely depleted that for the time the Government cannot spare funds from the District Treasuries to maintain the usual standard of Cash Balance in the Presidency towns. There is, therefore, so far as the Bank balance is concerned, no manipulation for the purpose of creating stringency or of affecting the rate of exchange.

9. To proceed now to the question of Council Bills. It seems almost a truism to say it, yet it seems necessary to call it to mind that the amount of Council Bills that can be issued by the Secretary of State is strictly limited. The belief that the Government of India refuse to place their funds at the disposal of the Banks is certainly founded in some cases on the mere fact that the Secretary of State has not issued bills for the whole amount required for the payment of the balance of trade. The amount which it is possible to draw in a year may, for ordinary times, be reckoned thus:

	Rx.
Surplus of revenue in India over expenditure in India, including expenditure on Capital Account.	23,000,000
Money raised by loan in India for Capital Expenditure so far as it is not spent in India, a maximum of	3,000,000
Total available ...	26,000,000

These figures vary of course from year to year, but it must be clear that, whatever the figures are, they limit the amount for which the Secretary of State may draw.

10. Now, as pointed out at length in the papers of 1889 which have been already quoted, the minimum balance with which it is possible to carry on the business of the Government in India is about eight crores ; this eight crores including the balances at credit in the Presidency Banks and their Branches. The balances went down to that figure and below it in the end of the year 1896, and again in the end of 1897 ; that is to say, in both of these years the Secretary of State drew, and the Government of India paid out, even more than was consistent with safety ; the Secretary of State could not have drawn more for the simple reason that the Government of India had no funds wherewith to pay. So anxious were the Government to supply the money market with a full amount of Council Bills that in December 1896 special legislative measures were taken to add to the Cash Balances two crores of rupees out of Currency Reserve, and this enabled the Secretary of State to enhance his drawings by that amount. And again in January 1898 a special law was passed to enable the Secretary of State, if necessary, to draw Council Bills against the Currency Reserve. In the present year, 1898-99, the Council Bill programme was again based on the calculation that the Government should place at the Secretary of State's disposal, for drawings, everything they could spare subject to the condition of about eight crores remaining in the Cash Balances at the minimum period. The prospects as regard balances were much improved by better revenue, and this fact was communicated to the Secretary of State in July and again in September for the express purpose of enabling him to enhance his drawings up to the limit of the capacity of the Government to meet them ; and he enhanced them accordingly. In this also there is ample evidence that the policy of the Government throughout is the very opposite of seeking to raise exchange by causing stringency. They have consistently done their best to place at the disposal of the market every surplus rupee they can spare.

11. The Government, in truth, cannot undertake to finance not only the administration of the country, but its trade and commerce also. Accordingly, when commerce finds a deficiency of available funds, the cause of the deficiency should be sought for in the scarcity of banking capital, and not in some action of the Government, which is expected with resources that are often barely sufficient to meet the financial requirments of its own administration, to supply also all that is wanted for the movements of two hundred crores of imports and exports.

12. One difficulty in the regulation of Council Bill drawings lies in the fact that the revenue of Government does not come in equally during the year. This is, of course, a necessity in a country where so much of the revenue is land revenue, and has to be collected at the time when the revenue payers can most easily afford to pay it—*viz.*, the time of harvesting and disposing of their crops.

The following is a rough estimate of the distribution, through the year, of the 26 crores which, as above mentioned, become available for drawings; the three crores of debt are taken as received half in July and half in August:—

	In thousands of Rx.
April ...	600
May ...	1,900
June ...	3,000
July ...	2,500
August	1,300
September	00
October	300
November	700
December	2,500
January	5,500
February	3,100
March	4,600
Total ...	26,000

13. Now, if the Secretary of State could distribute his drawings after the above fashion (or rather take the figures a month later so as to allow the excesses of revenue to be brought down to the Presidency towns to meet his bills), the result would no doubt be that our excess Cash Balances (that is the surplus over what is required for treasuries that are not in charge of Banks) would be wholly, or nearly so, at the disposal of commerce. But this is more a theoretical possibility than a real one. As already explained, there are no funds for Government to fall back upon, if it surrenders to commercial uses its own Cash Balances and then suddenly finds that it must alter its programme of revenue and expenditure. There have been two crises of that kind

within the last two years. The first was in October 1896, when the rains failed and prospects of famine suddenly made their appearance in India. It was realized that the first and necessary step was to make large remissions of revenue at once; this came upon the Government just as the balances were descending to their minimum, and there was no remedy but to call upon the Secretary of State immediately to suspend his drawings, which were being as usual so regulated as to leave no margin in December. The second was in the outbreak of frontier warfare in August and September 1897, when again the Government were obliged to stop the Secretary of State's drawings in order that they might have money to expend on the necessary military operations.

14. It is not possible for the Government, therefore, dependent as they are upon their own resources, to carry on the administration with their balance continually hovering about eight crores. They can afford the risk of letting it run down to eight crores in November and December, when it is known that they will be amply in funds again when the revenue comes in in January. But if they had to keep to one figure all the year round, they would not be safe under a minimum of eleven crores (that is to say, a continual margin, against possible sudden claims, of three crores). Thus the proper way of describing the policy under which the margin of money might be placed at the disposal of commerce would be "Reckon Rx. 11,000,000 as your minimum current balance; but inasmuch as you can stand the risk of letting it run down for a month or two, but not longer, to Rx. 8,000,000 give commerce the advantage for that month or two of the Rx. 3,000,000 you can thus spare."

15. This is really not very far different from the course actually followed; at all events, the argument shows that the money withheld from possible utilisation by commerce is only the excess which is held over Rx. 11,000,000; and that it is not possible, from a practical point of view, for the Government to accept as a rule of working: "Eight crores is your necessary minimum, and all that you hold in excess of that should be regarded as available for commercial use." In short, eight crores is not a working minimum; it is a point of danger which can be tolerated if it is to last only for a month or two, but which might at any time land the Government in disaster, if they tried to work with it for a longer period.

For example, I find that from October 1896 to December 1897 there were only two months in which the Cash Balance was over Rx. 12,000,000.

16. The distribution of Council Bills over the twelve months remains entirely in the hands of the Secretary of State ; the Government, in India, give him from time to time their recommendations, and especially advice as to the amount they can make available for his drawings ; but as the primary object of the Council Bills is to place him in funds for the expenditure which he has to undertake, they leave it to him to consider when drawings may be eased off for want of commercial demand, or increased to meet commercial demand. At the same time the Government are quite aware that the policy of the Secretary of State in the matter is the same as their own, that is, to draw during the twelve months as much as they can meet. The considerations herein set out will show that the utmost the Secretary of State could do, if he were to neglect in regulating his drawings every consideration but that of momentary commercial convenience, would be that he might occasionally be a crore or two ahead of his drawings as he regulates them on the present system, at the risk of having to pull up after a month or two in order to allow the resources available in India to come up to his demands upon them. The Government pronounce no opinion as to whether it is convenient for commerce to have a crore a week placed at its disposal in February to April, and then have it cut down to 12 or 15 lakhs a week in May. Of course nothing that the Secretary of State can do will increase the total of his drawings over the twelve months.

17. Having thus placed in the hands of the Secretary of State the regulation of the drawings of Council Bills, the Government naturally consider themselves precluded from interfering with his operations by advancing money, even on interest, to the Presidency or other Banks in India. Occasionally, but very rarely, short loans of the kind are made, but it is only for the relief of temporary difficulties. The last occasion on which a proposal of the kind was made was as follows. In April last the Bank of Bombay, whose rate at the time was 13 per cent., asked the Government to advance 25 lakhs to it, for a short time, at 6 per cent. This the Government either formally declined, or were on the point of declining, when the proposal was altered into one to borrow at Bank rate. Within three or four days, however, the stringency of money was relieved, the Bank rate gave way, and it was considered that the necessity for any extraordinary measure had ceased.

January 1899. J. WESTLAND.

A.

Statement shewing the amount of Public Deposits and Cash Balances at the Head Offices of the three Presidency Banks during the first 13 *weeks of the year* 1898.

(In thousands of rupees.)

Weeks.	Public Deposits.				Cash Balances.		
	Bank of Bengal.	Bank of Madras.	Bank of Bombay.	Total.	Bank of Bengal.	Bank of Madras.	Bank of Bombay.
1st week	92,94	19,03	66,78	1,78,75	68,19	Not separately given.	55,99
2nd „	1,01,12	24,12	50,39	1,75,63	1,01,12		91,16
3rd „	82,21	25,88	53,45	1,61,54	77,40		91,05
4th „	62,00	28,58	51,84	1,42,42	92,99		76,00
5th „	54,39	26,01	48,67	1,29,07	69,41		46,84
6th „	69,52	22,73	49,88	1,42,13	66,31		58,50
7th „	68,87	22,02	52,71	1,43,60	69,79		36,95
8th „	74,18	22,09	42,49	1,38,76	80,77		56,78
9th „	80,83	19,04	44,38	1,44,25	77,77		33,96
10th „	76,17	26,16	51,33	1,53,66	86,30		63,99
11th „	57,62	25,40	55,44	1,38,46	77,50		69,19
12th „	74,35	26,88	66,46	1,67,69	83,79		79,41
13th „	67,15	18,33	51,72	1,37,20	77,63		67,29
Weekly average for the 13 weeks	73,95	23,56	52,73	1,50,24	79,15		63,62

B.

Statement shewing the amount of Public Deposits and Cash Balances at the three Presidency Banks and their Branches during the first 13 *weeks of the year* 1898.

(In thousands of rupees.)

Weeks.	Public Deposits.				Cash Balances.			
	Bank of Bengal.	Bank of Madras.	Bank of Bombay.	Total.	Bank of Bengal.	Bank of Madras.	Bank of Bombay.	Total.
1st week	1,70,93	28,69	82,74	2,82,36	2,37,17	86,87	85,34	4,09,38
2nd „	1,69,31	36,88	65,90	2,72,09	2,43,39	90,12	1,13,07	4,46,58
3rd „	1,48,43	39,91	71,48	2,59,82	2,10,41	93,58	1,18,53	4,22,55
4th „	1,36,13	57,12	79,36	2,72,61	2,17,92	1,08,56	1,16,35	4,42,83
5th „	1,54,45	55,48	73,17	2,83,10	2,16,80	1,02,28	82,60	4,01,68
6th „	1,61,12	49,86	79,87	2,90,85	2,25,42	92,00	87,82	4,05,24
7th „	1,36,68	43,11	75,35	2,55,14	1,71,67	80,78	67,47	3,19,92
8th „	1,49,83	53,55	77,38	2,80,76	1,76,91	93,06	91,42	3,61,39
9th „	1,70,20	50,40	75,10	2,95,70	1,82,80	88,69	69,48	3,40,97
10th „	1,73,42	56,64	88,16	3,18,22	2,05,88	98,12	1,07,06	4,11,06
11th „	1,38,93	61,15	1,04,48	3,04,56	1,71,41	96,08	1,06,94	3,74,43
12th „	1,65,80	66,37	1,37,68	3,69,85	1,83,54	1,01,86	1,04,42	3,89,82
13th „	1,73,68	57,82	1,24,89	3,56,39	1,81,20	1,04,56	88,91	3,74,67
Weekly average for the 13 weeks ...	1,57,61	50,53	87,35	2,95,49	2,01,89	95,12	95,34	3,92,35

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 11*th January* 1899.

A deputation, nominated by the Committee of the Chamber, waited upon the Hon'ble Sir James Westland, K.C.S.I., the Finance Member of His Excellency the Governor-General's Council, at the office of the Legislative Department of the Government of India, this day, to confer with him upon the question of the management of the Government Cash Balances.

The deputation consisted of the following gentlemen :—

The Hon'ble Mr. M. C. Turner (President of the Chamber).
The Hon'ble Mr. Allan Arthur.
Mr. Reg. Murray.
Mr. W. Parsons, Secretary.

Mr. A. Rawlinson, who had also been nominated as a member, was unable to attend.

The deputation was received by the Hon'ble Sir James Westland and Mr. H. H. Risley, C.I.E., Officiating Secretary to the Government of India in the Finance and Commerce Department, at 3 o'clock P.M.

Sir James Westland in opening the discussion said :

Gentlemen,—Before I ask you to say anything with respect to the memo. I have prepared, I would ask your permission to make one or two remarks with regard to the papers the Committee of the Chamber have sent to me. The object the Sub-Committee of the Chamber have in compiling the figures they give is to show, as they state at the end, that "the figures appear to support the generally received impression that the Government deposit a proportionately smaller amount with the Presidency Banks during the busy season than at other seasons."

That statement is based upon the figures set out in the Report showing that on the average at the end of March 152 lakhs of rupees have been placed with the Presidency Banks ; at the end of July 164 lakhs, and at the end of November 152 lakhs. These figures, of course, are quite correct, but there is one thing to be borne in mind with respect to them. I pointed out in my memo. that when loan money was being raised by the Government it

was necessary for certain reasons to leave very large nominal balances with the Banks. Such balances are regarded as nominal, because the transaction is the result of a credit to Government on the Bank's books by debit to advances on Government Securities and not of an actual receipt of cash by the Banks. At that time we always make arrangements with the Banks that money shall be left with them, and that we shall not call upon them, except gradually, to pay up the money which they showed to be at our credit on the accounts. The figures for July, if you refer to them, include two very large figures—one in 1888—195 lakhs; and the other in 1896—223 lakhs. You will see that these figures are very much in excess of the amounts that were with the Banks at any other time. Now I have made enquiry with reference to these figures, and I find that taking the two Banks, the Bank of Bengal at Calcutta, and the Bank of Bombay at Bombay, in the month of July 1888, the two Banks received between them 268 lakhs. In 1896 the amount they received was 247 lakhs. On these two occasions these very large sums were left to their credit and they were not normal balances at all. They are the balances which were left in their hands with reference to that special arrangement which it is always necessary to make. I find that if these two large figures are left out of the balances in the Presidency Banks as stated for July, the second statement of the Sub-Committee would show 152 lakhs for March, 138 lakhs for July, and 152 lakhs for November, so that the conclusion would be exactly opposite to that drawn by the Sub-Committee, as the Balances in July would be less than is customary in March and November. But I think if you take all the figures, without taking averages, you will see that they bear out what I say in my Note that practically the balances which we hold at the Presidency Banks are steady. We aim at maintaining them at a particular figure. We are not bound to do so, but it is a sort of understanding between ourselves and the Banks. They do not vary greatly.

Mr. Murray: All the year round?

Sir James Westland: Yes. I think if our monthly statement which is sent to the Chamber is looked at, it will be seen that the balances are a fairly steady amount. It varies somewhat, but is rarely as low as 140 lakhs, or as high as 190 lakhs, but as I say our policy is to maintain a pretty considerable and a fairly steady balance with the Banks. One of the figures shown in the Statement is the balance of November 1896. It went down as low as 109 lakhs. I do not know

if you remember the circumstances of 1896. I do very well. At that time our total Cash Balances were down to something like 7¼ crores. I know I was very anxious at that time, because I had made arrangements, in coming down from Simla to Calcutta, to go to Bombay and to one or two other places, but I was obliged to come straight down to Calcutta on account of my anxiety connected with the lowness of the balances. But with the exception of that extremely low figure, which was entirely due to the depletion of our General Balances at the time, I think the statement drawn up by the Sub-Committee of the Chamber shows that we maintain a steady balance with the Banks. Although we are not obliged to maintain this steady balance, we wish to maintain it in the absence of any special circumstances. There is one other point I wish to mention. By the last mail I obtained from home a copy of the evidence given by Lord Northbrook before the Committee of Enquiry now sitting in London. It would be rather a long business for me to read out the answer he gave to the Committee when he was asked about this very question of the Government balances, but here is part of what he said :—

"In a crisis in India you want rupees, you want the actual money "for payments up-country. I can give the Committee an "instance of what happened to me in connection with "this particular subject. In the year 1874 there was a "famine in Bengal, and in order to feed the people we "had to buy rice in Burma and send it to Bengal. In "order to get the rice we had to pay hard coin, rupees, for "it. The banks then had the full use of the Government "balances, and the Bank of Bombay had at that time more "than a million rupees—a million and a half I believe—of "the Government balances. In order to pay for the rice, we "wanted some of this money. When we asked the Bank for "it, we had the greatest difficulty in getting it. The Govern-"ment of Bombay objected, and it was only after considerable "correspondence, and by insisting upon getting our money "that we got at last about half a million of the million and a "half that they had of our balances."

This subject was also mentioned in the Budget Debate in 1889. Sir David Barbour then quoted the remonstrance which the Government of Bombay sent in, which was to the effect that if the Government withdrew their balance from the Bank of Bombay

the Bank would have to call in the sums due from the Exchange Banks, and there would be a general panic and serious danger of stoppages.

Lord Northbrook quotes from the despatch. He says :—

"It was so serious a condition of things for the Government of "India not to be able to get their money when they wanted "it, that we addressed the Secretary of State on the subject, "and the correspondence is given in the evidence published "in the first Report of a Commission now sitting on Indian "expenditure at Question 8258. We said :—'We have been "much impressed with the consideration that the effect of "the existing agreements with the Banks which compels us "to place all the Cash Balances belonging to Government in "their hands, leads to consequences which may be very in-"convenient, if not worse, both to Government and to trade. "The only use of these balances to Government is that they "may be made available the moment the public service "requires them. We have had no difficulty in regard to the "balances in the hands of the Banks of Bengal and "Madras; the Bank of Bombay, however, protested "against meeting drafts upon it, and on the urgent "representations of the Governor of Bombay, we "were obliged, on the 29th January, to allow a month's "time before drawing. The Bank of Bombay, accustomed "to high Government balances, and relying on the main-"tenance of these balances, had so employed them that "they were practically locked up; for had we insisted on "withdrawing them more suddenly, we should have done so "in the face of a warning that we should produce a com-"mercial crisis, and therefore, for a time, the Government "balances at Bombay were useless for the purposes of the "Government.' The upshot of it all was that an alteration "was made, and at our recommendation the Government now "hold about two crores in the Reserve Treasury. They are "not bound now to keep the whole of their balances in the "Banks, and they keep two crores actually in their own "hands, which they can use on an emergency. I do not "think it is safe for the Government of India not to have "the absolute command of two crores of rupees."

To a subsequent question Lord Northbrook answers :—

"8451. At each Bank do you mean ?—No, two crores altogether. "I do not think it is at all an unreasonable amount, "and it is not safe to have less. The Government of India "are in quite a different position to the Government of Eng- "land. The Government of India, if they want money, "could not get it in India to any considerable extent, and if "they tried to get it and failed, it would bring them into "great discredit. Therefore, I do not think the Government "should be bound to keep the whole of their balances in the "Banks. It is not, in my opinion, the business of the "Government of India to finance Indian Trade ; it is the "business of commerce to finance Indian Trade. At the "same time I do not see why the Government of India "should not to any reasonable extent assist trade by allow- "ing the use of their balances by the Presidency Banks "with proper precautions ; but I want to point out that it is "not safe to put the whole of the balances in the hands of "the Banks, judging by the experience that I myself have "had."

Well, Lord Northbrook gives the figures of our requirements at two crores of rupees. My Note, which was written before I knew Lord Northbrook's opinion, puts it down at three crores. But it must be remembered that Lord Northbrook's experience is based on 1874, and since then the area of our operations has very much increased. Then there is another thing. Lord Northbrook only had a single contingency in contemplation. In 1897 we had two contingencies. We had a famine, and on the top of that came the Frontier War, so that we had two calamities to meet at the same time, and two heavy demands. Then, I want to point out with reference to this remark of Lord Northbrook, *viz.* :—

"The Government of India are bound to see that they have the "command of a certain sum of money without putting it in "the power of the Banks to tie it up even for a limited time. "I am speaking about those two crores which are kept in the "Reserve Treasury. With regard to the rest of the balances "beyond what is required to work the Finance of India, I do "not see why the greater portion should not be in the hands "of the Presidency Banks."

The practical difficulty in my mind is this: that as long as we have a considerable balance in the Reserve Treasury, the fluctuations of balances which are caused by very large demands for the Secretary of State's Bills, or for payments to meet famine requirements, or a sudden outbreak of war, will be met from the Reserve Treasury. The Banks know perfectly well that, so long as we have got a balance in the Reserve Treasury, we shall not come down on them for the balances we have left with them. But if we make it a rule to hand over to them, the balances in excess of a given amount—either two or three crores—it is obvious that any sudden demand will fall upon the Banks and not upon the Reserve Treasury.

Mr. Murray said that upon that point the Bengal Chamber had always been in agreement with the views expressed by Sir James Westland. The speeches made by Mr. Robert Steel, and Sir Alexander Wilson, in the Imperial Legislative Council, were in favor of those views, and he did not think the opinion of the Chamber in that respect had changed. It was only in regard to the proportion of the funds that they thought some alteration might possibly be made. The point the Committee of the Chamber laid stress upon was that during the months, December to March, when the Government was taking most money from the public, it so happened that the public required most money for harvest operations. The money was collected by the Government at precisely the time when it was most urgently wanted. The idea was that during that time the amount of the balances with the Presidency Banks should be temporarily increased. It was the collection of the Government revenue during those few months that really caused the stringency.

Mr. Turner said that they only wished to ask Government to come to the assistance of trade at times of great stringency in the money market. It appeared to the Committee of the Chamber that more assistance might be given to trade by the Government at the busy season of the year. He thought the contingency of people being unable to raise money upon Government Paper should be avoided, if possible, as it was damaging to the credit of the Government. It was probable that such assistance would only be required so long as exchange remained in its present position. When exchange became fixed the Exchange Banks would probably bring out money.

Sir James Westland enquired what sum, in the opinion of the Deputation, would be required to relieve the stringency.

Mr. Murray replied that it would not be a large sum, probably an extra crore, or one and a half, or even two crores.

Mr. Arthur said that he understood the fixed maximum and minimum for Government deposits with the Presidency Banks were the same all the year round, and enquired why the same figures should be fixed for the slack business season when Government balances are low as for the busy season when Government balances are large. He thought that Government might so arrange that their balances with the Presidency Banks should be increased during the busy season, seeing that not only do trade demands for accommodation increase at that time, but the supply of money, as pointed out by Mr. Murray, was decreased at that period by large withdrawals of currency from circulation by Government.

Sir James Westland said that, as he understood the suggestion, it was that the Government should, at the beginning of the busy season, lend to the Presidency Banks a certain sum of money which would be re-called at the end of the busy season. The Government could not consent to an open credit on which the Banks might operate at their convenience, and any loans of the kind would have to be made under conditions regarding repayment upon fixed dates. He himself doubted whether, if he were to go to the Bank of Bengal in January and offer them, say, 40 lakhs to be returned in April, they would accept the money and pay interest on it for the whole period. He thought the interest demanded in such a case should be at the rate of one per cent below the minimum published Bank rate, as suggested by the Sub-Committee.

Mr. Turner thought the Presidency Banks would take the money for fixed periods of say three months. Loans were made for one month or two months, or three months, and he could not see why the Presidency Banks should have any objection to the Government stipulating that the money must be returned within three months. His idea was that the money was not really required until the Bank rate had reached 10 per cent.

Mr. Arthur said that by the Government lending, say, 40 lakhs to the Presidency Banks, the loanable capital of the country would be increased by that amount. The loanable capital of the country was not increased by the sale of Council Bills.

Sir James Westland agreed that the sale of Council Bills did not increase the capital of the country, because merchants only got out the Bills for the purpose of meeting immediate demands upon them. The money obtained was at once distributed all over the Mofussil.

Mr. Arthur observed that the treatment of the Treasury Balances was, in his opinion, a minor matter, as compared with the question of Government coming to the assistance of commerce in a time of crisis. With reference to the statement in Sir James Westland's Memorandum, para. 14, from which it appeared that eleven crores were necessary as a minimum, *i.e.*, there should be a "continual margin against a possible sudden claim of 3 crores," the Government of India had declined to advance to the Bank of Bombay last April twenty-five lakhs against Government paper. Mr. Arthur read an extract from Mr. Merwanjee Dalal's evidence before the Currency Committee, describing the extreme stringency in Bombay at that time, and stated that on the 1st of April the Treasury Balances amounted to Rs. 15,96,95,000; on 30th April they were Rs. 13,69,79,000, and they did not fall below Rs. 12,80,00,000 until the end of October. He was of opinion that, under the circumstances, the small accommodation asked for, *viz*, a quarter of a crore, might have been granted.

Sir James Westland replied that the substance of the correspondence with the Bank of Bombay had been set out in his memorandum placed in the hands of the Chamber of Commerce. The negotiation had practically dropped, because the Bank rate fell and money became easier, a few days after the proposal was made to borrow the money. He could not undertake to say whether if this had not been the case, the loan would have been granted or refused by the Government.* He said that, as a matter of fact, he had on one or two occasions made loans to the Presidency Banks—usually on the deposit of Government Paper.

Mr. Arthur observed that at a time of crisis in England it was open to the Government to suspend the Bank Act, but in India there appeared to be no safeguard in a crisis. In India where the Currency

* I find on reference to the papers that the Government was on the point of sanctioning the loan, when the Bank rate in Calcutta was reduced from 12 to 11 per cent. (April 20th), the price of Government Paper rose and Exchange fell. The Comptroller-General was, accordingly, instructed that in view of these indications that the stringency in the money market had been materially relaxed, it was considered that a loan to the Bank of Bombay was not at present necessary.—J. W.

was inconvertible and therefore inelastic, the necessity of some method of assisting commerce at a time of excessive need was all the greater.

Sir James Westland said that there had never been a crisis sufficiently acute in India to necessitate such a step as the suspension of the Bank Act being taken. The issuing of Notes in the Currency without receiving an equal amount of coin into the Reserve would be equivalent to the suspension of the Bank Act in England.

Mr. Murray observed that the Exchange Banks were short of money at the busy season of the year by reason of all their resources being locked up in produce afloat. They had not withdrawn money from the foreign trade of India. All they had done was to put that money into sterling form. The money was used for exactly the same purposes as before.

Sir James Westland said that formerly the Exchange Banks used to send out considerable quantities of money to India where it was held in the shape of rupees, but that this was not done now, as the Exchange Banks only got out Council Bills, as they actually wanted them to pay for export bills.

Mr. Murray pointed out in reply to this that the foreign trade had increased so considerably that the Exchange Banks had to devote their resources almost exclusively to it, and this was evidenced by the fact that Local Banks were now rising to finance the local business which the Exchange Banks had been forced to abandon.

After some further discussion, chiefly with reference to the course of action followed by the Exchange Banks, Sir James Westland said that the Deputation would of course understand that it was impossible for him to give a final answer upon the representations laid before him. They involved a question of policy which had been the subject of instructions by the Home Government, and were at the present moment under consideration by the Currency Commission; and any representations which had been made on the subject, would require to be laid before the Secretary of State. He had little doubt that the Government of India would be willing to make a representation to the Secretary of State in the sense indicated by Mr. Arthur, and propose for consideration that a definite amount might be considered available for loans to the Presidency Bank during the months of January, February, and March, when money was being withdrawn from the

market by heavy collections of revenue and the Government Treasuries were full. He would lay the matter before the Government of India with this object in view.

Mr. Murray said that the principle on which the Presidency Banks in India regulated their Cash Balances was much the same as that observed by the Bank of England. With the exception of the last two or three years when the Bank of England cash has been abnormally large, the proportion of their cash to liabilities has, on the average, been similar to that of the Presidency Banks in India.

Mr. Turner having thanked Sir James Westland for affording the representatives of the Chamber an opportunity of discussing the question with him, the Deputation withdrew.

W. PARSONS, Secretary.

APPENDIX AA.

GERMAN CUSTOM HOUSE TARIFFS.

No. 3369 of 1898.

REVENUE DEPARTMENT, BOMBAY CASTLE, 18*th May* 1898.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, copies of the Resolution of the Government of India No. 1933-S.R., dated 5th May 1898, and its accompaniments.—I have, &c.,

H. S. LAWRENCE,
Under-Secretary to Government.

No. 1933 S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 5*th May* 1898.

Read—

Despatch from the SECRETARY of STATE for INDIA No. 44, Revenue, dated the 10th March 1898.

Ordered that copy of this despatch and of its enclosures be forwarded to the Governments of Madras, Bombay, Bengal and Burma.

Ordered also that copy be forwarded to the Chambers of Commerce, Madras, Bombay, Bengal, Rangoon and Karachi.

F. A. ROBERTSON,
Offg. Asst. Secretary to the Govt. of India.

Despatch from the SECRETARY of STATE for INDIA, No. 44 Rev., dated 10th March 1898.

"I forward herewith, for the information of your Excellency's Government, copy of the papers noted in the margin, relative to new procedure about to be adopted by the German Customs Authorities.

Letter from Foreign Office, dated 24th February 1898, with enclosures.

"2. The Foreign Office have particularly requested that the attention of the exporters of goods to that country may be called to the Decree now enclosed."

Letter from FOREIGN OFFICE to the UNDER-SECRETARY of STATE for INDIA, dated 24th February 1898.

No. 445 Misc. Series.

I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Secretary of State for India, the accompanying translation of a German Decree as marked in the margin, respecting information to be given with regard to Custom House Tariffs.

It is particularly requested that the attention of exporters of goods to Germany may be called to the accompanying paper.

TRANSLATION OF DECREE RESPECTING INFORMATION TO BE GIVEN BY GERMAN CUSTOMS AUTHORITIES.

GERMANY.

BERLIN.

Sir F. Lascelles to the Marquess of Salisbury.

(RECEIVED at FOREIGN OFFICE, February 14, 1898.)

MY LORD,—I have the honour to forward to your Lordship herewith a translation of a Decree which I have received from Mr. Harriss Gastrell, Commercial Attaché to this Embassy, relating to the regulations to come into force on April 1st next, regarding information to be given by the custom-houses of the German Empire as to duties leviable on goods to be imported. The intending importer thereby acquires the right to ask for and obtain all details as to duties and tare allowances applicable to his goods.—I have, &c.,

F. C. LASCELLES.

[NOTE.—*Every merchant should enquire of his Continental agent at the port of entry as to any points which may not seem clear in the Decree.*]

The Bundesrath decided on January 20 to sanction the following regulations regarding the affording of official information on matters connected with custom-house tariffs, which are to come into force on April 1, 1898.

Signed at Berlin, February 3, 1898.

For the Imperial Chancellor,

VON KOENER.

GERMANY.

Regulations connected with Information on Custom-House Tariffs.

I.—The officials administering the custom-house at the place in the administrative district, where the goods are to be entered, are to give, when requested, official information as regards the duties to be levied on the said goods, and also about the tare allowances made.

II.—The person enquiring on these points must state—

(*a*) whether he has already addressed the questions to any other administrative officials, and what reply he obtained ;

(*b*) whether the goods in question, to his knowledge, have been previously imported by other persons or by himself, and through what custom-house and, if so, what treatment they received as regards the duties levied ;

(*c*) at what custom-house he intends finally to introduce the wares and pay the corresponding duties, or declare why he cannot designate the place of entry.

III.—The enquirer must also make a true declaration as to the quality and origin, &c., of the goods demanded by the administrative officers and furnish as many samples or patterns as may be required in order to carry out the necessary technical examination of the goods. One sample or pattern must remain with the administrative officers ; a second one, after due identifiction, will be returned to the enquirer; a third one, also duly identified by the officials, will be handed over to that custom-house at which the goods will be entered finally.

Should the production of samples be impossible from the nature of the article to be imported, then drawings or pictures are to accompany the inquiry, and are to be of a kind that the required information can be accurately given without production of the article itself.

In cases where it is not possible either to submit samples or patterns, nor an intelligible and satisfactory description of the goods, the information asked for will not be given.

The administrative officers can dispense with the submission of samples or patterns whenever they may consider them to be unnecessary.

IV. —The enquirer has no right of complaint against the information given him.

The right of those persons, liable for the payment of duties, to complain of the eventual manner of "clearance" (under the provisions of paragraph 12 of the Law of the Customs Union) resulting from the information afforded them, is not interfered with by the above paragraph (IV).

V.—The costs of the necessary technical examination of the goods, as also those necessitated by the transport of the patterns or samples, have to be borne by the enquirer. Any other expenses are not to fall upon him. The administrative officers are authorised to demand a suitable money deposit in advance, and this has especially to be attended to in those cases where the enquirer has neither his domicile nor business residence in the Empire.

VI.—Information is to be given of the answer received to that custom-house of the district at which the goods are to be cleared, and, as far as possible, by the presentation of an identified pattern or sample of the goods. To what extent information must be given to the other custom-houses of the district is left to the judgment of the administrative officers.

VII.—The decision of the administrative officers, upon which the answer is given to the enquirer, is binding on the subordinate custom-house officials.

Should this decision of the administrative officers themselves, or of the highest Financial authorities of the country or of the Bundesrath, be so altered after communicating it to the enquirer that the goods become subject to a higher duty, or are allotted a smaller tare allowance, then, for those goods of the enquirer which shall have arrived at any custom-house for clearance before the change is announced, the former treatment shall still be granted, and they will be exempted from the higher duty or lower tare allowance. Never-the less, should the enquirer, under the provisions of the above paragraphs II and III, have knowingly omitted to fulfil them, or have incorrectly carried them out, then the difference in duty is to be collected from him so long as this is not prescribed by lapse of time.

VIII.—The highest Financial authorities of the Empire are empowered to allow the original decision given to the enquirer, notwithstanding its having been subsequently altered by the authorities, to stand good for three months longer for such goods as the enquirer may have imported on the strength of that decision, if he can show that the

said imported goods have been introduced in consequence of contracts which he *bonâ fide* entered into before having acquired any knowledge of the alteration in duty, &c. This regulation does not apply when the original decision has lost its validity from alterations in the laws, in the custom-house tariffs or in other publicly announced regulations.

Cases of this kind that have been approved of by the Financial authorities are to appear in a list to be yearly submitted to the Bundesrath showing the remission of duties granted under this regulation.

IX.—If, within one year from the date of the enquiry, any change is involved in the answer given to the enquirer, in consequence of any changes (other than those made in the laws, in the statistical classification, and in other publicly announced regulations), then the enquirer will be officially informed of it. But after one year such information will only be furnished when asked for.

X.—The officials of the Empire administering the duties and taxes have immediately to take cognisance of the cases in which such information has been given, and to communicate them in a tabular form as quickly as possible to the Imperial Treasury. Cases which are easy to decide and do not involve the possibility of any divergence of opinion, or which are of quite subsidiary importance, can be left out of these lists. It will be the business of the Imperial Treasury to see that divergent decisions by officials regarding the same article shall be quickly disposed of and made uniform by means of the highest Financial officials or of the Bundesrath.

NOTE.—The reference to paragraph 12 of the "Law of the Customs Union," mentioned under paragraph IV, is important and provides that, in cases of complaint as to the application of the classification to the article imported, the question will be decided by the administrative officers of the Customs.

APPENDIX BB.

GERMAN IMPORT DUTIES ON ASIATIC SILKS.

No. 4725 of 1898.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 20*th July* 1898.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, copies of a Resolution of the Government of India, No. 3057-S. R., dated 13th instant, and its accompaniments.—I have, &c.,

KRISHNARAO ANTOBA,
For Acting Secretary to Government.

No. 3057-S. R.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 13*th July* 1898.

Read—

Despatch from the SECRETARY of STATE No. 101, Revenue, dated the 16th June 1898.

Ordered that a copy of this despatch and enclosures be forwarded to the Governments of Madras, Bombay, Bengal and Burma.

Ordered also that copy be forwarded to the Chambers of Commerce, Madras, Bombay, Bengal, Rangoon and Karachi.

J. A. ROBERTSON,
Offg. Asst. Secy. to the Govt. of India.

Despatch from the SECRETARY of STATE for INDIA, No. 101 (Revenue), dated 16th June 1898.

"I forward, for the information of your Excellency's Government, copy of the papers noted in the margin,* concerning the reduction of German import duties on certain classes of Asiatic silks."

* Foreign Office letter, dated 3rd June 1898, with enclosure.

Letter from T. H. SANDERSON, Esq., to the UNDER-SECRETARY of STATE for INDIA, dated 3rd June 1898.

I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Secretary of State for India, the accompanying copy of a memorandum which has been drawn up by the Commercial Attaché to Her Majesty's Embassy at Berlin, relative to the reduction of duty in Germany on Pongee silks.

ENCLOSURE IN ABOVE.

MEMORANDUM ON BILL BEFORE REICHSTAG FOR REDUCING THE DUTY ON PONGEES, ASIATIC FABRICS OF RAW SILK, DATED 25TH MAY 1898.

On the 2nd of May there passed the third reading in the Reichstag of a Bill which effected a large reduction in duty on pongees, described as Asiatic tissues of raw silk. After approval by the Bundesrath it will become law. The law, as passed, provides that in the Customs tariff the following addition is to be inserted after No. 30, *c.* I, as No. 2 Sub-division :—

No. 2. Whole silk rough tissues without patterns and of close taffeta ("taffet-bindig") in a bleached and unbleached state, and only of the silk of the Bombyx mori, without any mixture of spun silk or silk from the silkworm living on oaks, ("Eichenspinner"), and woven on both sides with fixed selvages.

† Is equivalent to 7*l.* 12*s.* 6*d.* per cwt. Per 100 kilos, 300 marks (15*l*). †

This necessitates in the Customs tariff the change of No. 2 to No. 3 and of No. 3 to No. 4.

In the introduction to this law the following facts are set forth in support of the reduction (from 800 marks per 100 kilos) 3*s.* 7½*d.* per lb. to (300 marks) 1*s.* 4¾*d.* per lb.

These are special tissues of large consumption, and not producible in the same way outside certain Asiatic districts. France admits them in a raw state free of all duty. They are then worked up there and sold abroad as finished goods, and France has thereby acquired an immense "improvement" industry in this trade. These fabrics are also similarly worked up in England.

Germany, on the other hand, levies, under No. 30, *c.* 1 of the tariff, also on these raw fabrics as for all other whole silks stuffs, when not coming from countries with which treaties exist, up to now a duty of (800 marks) 3*s.* 7½*d.* per lb. Any participation in this large "improvement" trade of raw silks is thereby withdrawn from Germany. And the Home dyeing and printing works cannot even work to supply the home consumption, for the raw fabric pays now the above-mentioned heavy duty, whereas, under the treaty tariffs, the same tissues coloured and printed in France are admitted here at a duty of (600 marks) 2*s.* 8¾*d.* per lb., because "improved" goods from France are treated as goods of French origin.

APPENDIX CC.

LIGHTHOUSE ON THE ISLAND OF SOCOTRA.

No. $\frac{247}{G.}$ OF 1898.

MARINE DEPARTMENT,
BOMBAY CASTLE, *28th October* 1898.

From R. B. STEWART, Esq., I.C.S., Ag. Secretary to Government, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to state that in connection with the proposed establishment of a lighthouse on the Island of Socotra a question has arisen as to the class of light to be used. I am accordingly directed to request that the Chamber may be moved to favour Government with their opinion on the subject. I am to add that the Port Officer, Aden, who was consulted, has recommended a first order Dioptric Occulting or flashing light of 1,50,000 candle power.—I have, &c.,

R. B. STEWART,
Acting Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *10th Novemher* 1898.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—In acknowledging the receipt of your letter No. $\frac{247}{G}$ of the 28th ultimo, I am directed to say that the Committee of the Bombay Chamber of Commerce approve of the proposed establishment of a lighthouse on the Island of Socotra, and are of opinion that the light should be one of the first order.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX DD.

DEPOTS FOR THE SUPPLY OF LIQUID FUEL AT ADEN.

No. $\frac{251}{G}$ OF 1898.

MARINE DEPARTMENT,
BOMBAY CASTLE, *2nd November* 1898.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith copy of the correspondence noted in the margin relative to an application from Messrs. Luke Thomas & Co., for permission to establish a depôt and floating hulks for the storage and supply of liquid fuel for the use of steamers calling at Aden, and to request that the Chamber may be moved to favour Government with their views on the subject at their earliest convenience.—I have, &c.,

Letter from the Political Resident, Aden, No. 252, dated 4th August 1898, and accompaniments.
Memo. from the Executive Engineer, Military Works, Aden, No. 3314, dated 20th August 1898.

R. B. STEWART,
Acting Secretary to Government.

No. 252 OF 1898.

POLITICAL DEPARTMENT,
ADEN RESIDENCY, *4th August* 1898.

From Brigadier General O. M. CREAGH, V.C., Political Resident, Aden, to the SECRETARY to GOVERNMENT, Bombay.

SIR,—With reference to your letter No. 3968, dated the 7th ultimo, I have now the honor to forward copy of the marginally noted communications from Messrs. Luke Thomas and Company, and to recommend for the favourable consideration of Government the application of that firm as put forward in their letter of the 3rd instant.

Copy of letter dated 19th July 1898.
Copy of letter dated 3rd August 1898.

2. I can see no possible objection to the location of tanks and sheds on Slave Island, where they will be well out of the way and not interfere with the defences.

If Messrs. Luke Thomas and Company's application is approved, I will select a position near the northern end of the inner harbour for the location of floating hulks.

3. Enclosed is a plan showing the ground the firm desires to take up on Slave Island, comprising an area of 65,000 square feet.—I have, &c.,

O. M. CREAGH, Brig.-Genl.,
Political Resident, Aden.

ADEN, 19*th July* 1898.

To Lieut.-Col. J. HAYES SADLER, First Assistant Resident, Aden.

SIR,—With reference to our application dated 1st March 1898, for permission to establish a depôt and floating hulks for the storage and supply of liquid fuel for the use of steamers at this port, I have the honour to inform you that all the oil fuel, which will be supplied here will be Kotri (Borneo) crude oil, regarding which I have the honour to give you underneath the following extract from a letter from our friends in Singapore, who have also made application for a similar permission at that port, viz.: "We do not anticipate any trouble with the authorities here, as they have already informed us that the fuel we propose to supply is pure petroleum residue containing no inflammable oils, and is therefore outside the influence of the petroleum ordinance.

Might we ask that this be forwarded to the proper quarter for information in the decision of our application ?—We have, &c.,

LUKE THOMAS & Co., Limited.
GEO. M. GORDON, Manager.

ADEN, *3rd August* 1898.

To Brigadier General O. M. CREAGH, V.C., Political Resident, Aden.

SIR,—With reference to our application dated 1st March 1898, in connection with our proposal to establish a depot for the storage and supply of liquid fuel for the use of steamers at Aden, and to your reply No. 2077 of 16th July informing us that Government cannot consider our request, until our proposals are brought into a form which you can recommend.

We have the honour to ask permission of the Government to lay permanent moorings for a hulk or hulks for the storage of liquid fuel at the end of, or adjacent to, the present dredge channel in the inner harbour on the north side thereof, as well as for a grant of ground on the Island "Jezirat Saweyah," commonly called "Slave Island," at the extreme east end of the harbour for the erection of storage tanks, with further permission to erect a few *cutcha* huts (if required) for those who may be placed in charge of the tanks, as also to erect a jetty to carry piping from the shore as far as may be necessary to float barges alongside at low water.

We have the honour also to apply for permission to employ such tank barges as may be necessary for the purposes of the depot.

In conclusion, we trust that these requests will receive your kind recommendation, and as we are anxious to have the installation arranged, we now ask that you be good enough to forward same for the decision of the Government as soon as possible.—We have, &c.,

LUKE THOMAS & Co., Limited.
GEO. M. GORDON, Manager.

No. 3344.

MILITARY WORKS DEPARTMENT, 20*th August* 1898.

From the EXECUTIVE ENGINEER, Aden Division, Military Works, to C. E. BOMBAY COMMAND, Military Works, Poona.

The enclosed correspondence is submitted in accordance with the procedure laid down in Government of India, Military Department Resolution No. 193 M. W., dated 17th February 1898.

2. If liquid fuel is likely to be largely used in future by steamers, an important coaling station like Aden should have a liquid fuel depot.

3. The northern end of Jezirat Saweyah, more commonly known as Slave Island, situated at the end of inner harbour, has been selected for the depot.

4. From a defence point of view, I consider there is no objection to the site demanded being granted or to the erection of tanks and huts thereon.

5. The site to be occupied is all sand and rock, and is not likely to be ever required for any military purpose.

BOMBAY CHAMBER OF COMMERCE, *8th November* 1898.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. $\frac{251}{G}$ of the 2nd instant, together with its accompaniments, relative to an application from Messrs. Luke Thomas & Co., for permission to establish a depot and floating hulks for the storage and supply of liquid fuel for the use of steamers calling at Aden.

2. The Committee of the Chamber consider that it is to the interest of trade that the cheapest fuel available should be at the disposal of steamers trading in Eastern waters, and that steamers will not be adapted to use petroleum unless they can get a supply of it at all important ports.

3. I am accordingly instructed to say that the Committee are in favour of the establishment of a depot at Aden, and they would respectfully recommend, for the favourable consideration of Government, the application of Messrs. Luke Thomas & Co., as put forward in the papers submitted to the Chamber.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX EE.

PORT DUES IN MADRAS.

No. 158 of 1898.
G

MARINE DEPARTMENT,
BOMBAY CASTLE, 27*th July* 1898.

From the ACTING SECRETARY to GOVERNMENT to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith, for the information of your Chamber, a copy of the Proceedings of the Government of Madras noted in the margin, regarding the levy of port dues at certain ports in that Presidency.—I have, &c.,

G. O. No. 574, Marine, dated 4th July 1898.

J. M. ANTIA,
For Acting Secretary to Government.

GOVERNMENT OF MADRAS.
MARINE DEPARTMENT.

Read—the following papers :—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the SECRETARY to GOVERNMENT, Marine Department, dated 3rd June 1898, No. 942/202 G.

I have the honour to forward, herewith, the draft notifications called for in paragraph 10 of G.O., No. 316, Marine, dated 29th April 1898, in respect to the proposed levy of port dues at ports in the western group at the maximum rates leviable under the Indian Ports Act (X of 1889).

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the SECRETARY to GOVERNMENT, Marine Department, dated 23rd June 1898, No. 942/224 G.

I have the honour to return herewith the draft notification A received with the memorandum of Government, No. 335 E., Marine Department, dated 20th June 1898, with the ports specified in column 1 thereof being included within double brackets as regards levy of port dues.

NOTIFICATION A.

In exercise of the powers conferred by section 34 of the Indian Ports Act (X of 1889) and in supersession of notification No. 55 published at page 390 *et seq.* of the *Fort St. George Gazette* of 18th June 1889, and of notification No. 88 published at page 582 of the *Fort St. George Gazette* of 3rd September 1889, Part I, so far as they relate to the levy of port dues at ports on the West Coast of the Madras Presidency, the Governor of Fort St. George in Council is pleased to declare—

(i) That from the date on which this notification is first published in the *Fort St. George Gazette*, port dues shall be leviable on vessels entering the ports specified in the first column of the schedule hereunto annexed at the rates laid down in the third column of the said schedule.

(ii) That such dues shall be levied subject to the conditions mentioned in the fourth column and the explanation given at the foot of the said schedule.

(iii) That, as regards the levy of port dues, such ports as have been included within double brackets in the first column of the said schedule shall be treated as if they were only one port; every vessel in respect of which such dues have been charged and taken at one of any of the said ports being exempted from the dues on entering another port bracketed with it immediately after leaving the one in which the dues were charged and taken.

ROYAL ASIATIC SOCIETY LIBRARY OF THE BOMBAY BRANCH OF THE

SCHEDULE.

Name of port.	Vessels chargeable (sea-going vessels of 15 tons and upwards).	Rates of port dues per ton.	How often chargeable in respect of the same vessel.
1	2	3	4
Malabar.			
Cochin	*Foreign vessels, whether ships or steamers.*		
Arrupuram, Kukkuyi, Madayi	(1) Vessels calling at only one port on the West Coast—		
Attakuri, Chavakad	(*a*) Vessels trading with the Straits Settlements.	3 annas	The payment of the due at the port will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that port.
Veliyangod, Ponani, Kuttayi	(*b*) Other vessels	3 annas	The due is payable on each entry into the port.
Parapanna, Tanur, Parapanangadi, Kadalvandi			
Ferok, Beypore, Molakkadava, Calicut, Pudiyangadi, Elaturu	(2) Vessels calling at more than one port within the Western group—		
Kappatta, Quilandi, Kollam, Kadalura, Trikodi	(*c*) Vessels trading with the Straits Settlements.	1½ annas in addition to the due chargeable under (i) (*a*) at the first port called at.	The payment of the due at the first port called at on the West Coast will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that or any other port on the West Coast.
Kottakal, Badagara, Muttankal, Chompayi	(*d*) Other vessels	1½ annas in addition to the due chargeable under (i) (*b*) at the first port called at.	The due is payable once for the voyage.
Kallayi, Talayi			

Tellicherry			
Dharmapatnam			
Ezhara			
Cannanore	*Coasting vessels.*		
Pudiyangadi			
Palapatnam (Baliapatam)	(e) Ships calling at any port.	1½ annas	The payment of the due at the port will exempt the ship for a period of sixty days from liability to pay the due again at that port.
Ketticulam			
Kavvayi			
South Canara			
Hosdrug, Baikal, Kasaragod	(f) Steamers calling at one or more ports on the West Coast.	3 annas	The payment of the due at the first port called at on the West Coast will exempt the steamer for a period of thirty days from liability to pay the due again at that or any other port on the West Coast.
Kumbale			
Manjesvara			
Mangalore			
Mulki, Padubidri			
Ermala, Uchhila, Kaph, Udiyavara, Malpe			
Hangarkatta (or Barkur)			
Coondapoor			
Nyakinakatte (Nayakankottai), Baindur .. .., Siruru			

Explanation.—In this part of the schedule—

(*a*) "Ship" means a sailing vessel, and "steamer" a steam vessel.

(*b*) "Coasting ship" or "coasting steamer" means, respectively, a ship or steamer which at any port discharges cargo exclusively from, or takes in cargo exclusively for, any port in the island of Ceylon or in any part of India between the westernmost part of Sind and the south-easternmost part of Burma; and "coasting steamer" includes a coasting steam vessel having a general pass under section 164 of the Sea Customs Act, 1878.

(*c*) "Foreign ship" or "foreign steamer" means, respectively, a ship or steamer not being a coasting ship or coasting steamer.

NOTIFICATION B.

In exercise of the powers conferred by section 46 of the Indian Ports Act (X of 1889), His Excellency the Governor in Council is pleased to direct that the rates of port dues chargeable on any vessel entering a port in ballast and not carrying passengers shall be three-fourths of the rate laid down in notification A above.

NOTIFICATION C.

In exercise of the powers conferred by section 47 of the Indian Ports Act (X of 1889), His Excellency the Governor in Council is pleased to direct that, when a vessel enters a port but does not discharge or take in any cargo or passengers therein (with the exception of such unshipment and re-shipment as may be necessary for purposes of repair), she shall be charged with a port due at half the rate specified in notification A above.

Order—No. 574, Marine, dated 4th July 1898.

In accordance with paragraph 10 of G. O., No. 316, Marine, dated 29th April 1898, the Presidency Port Officer submits the draft of notifications providing for the enhancement of port dues at the ports of the western group, to the maximum rates allowed by the Act. The notifications are approved and will be published in the Fort St. George and Maritime District Gazettes. The revised rates will come into force from the date of publication in the *Fort St. George Gazette*.

(True Extract.)

W. B. DEWINTON, Secretary to Government.

APPENDIX FF.

THE INDIAN SUGAR TRADE.

No. 7423 OF 1898.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *19th November* 1898.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, a copy of a Circular letter from the Secretary to the Government of India, Department of Revenue and Agriculture (Agriculture) No. 15—48-3, dated 31st October 1898, on the subject of the effect of increasing imports of refined sugar on the market for, and the price of, Indian sugars, and to request that you will be so good as to favour Government with any remarks and opinion the Chamber may wish to offer on the subject.—I have, &c.,

H. S. LAWRENCE,
Under-Secretary to Government.

No. 15—48-3.

Dept. of Rev. & Agri.
Agriculture.

SIMLA, *31st October* 1898.

From T. W. HOLDERNESS, Esq., C.S.I., Secretary to the Government of India, to

SIR,—The Government of India are anxious to obtain information as to the effect which the increasing imports of refined sugar from Europe and from Mauritius into India have so far exercised, or are tending to exercise, on the market for and the price of Indian sugars, and thereby on the profits of sugarcane cultivation in India. Statements have been made in newspapers and periodicals that this increasing import of sugar at very low prices under the stimulus of the competition between the produce of Mauritius and the bounty-aided sugars of Europe is injuring the sugar industry of India by lessening the internal demand for and reducing the price of Indian sugars; that it will result in sugarcane being less and less grown in India, and in the impoverishment of the agriculturist in many places to the extent that the land revenue assessments and the canal revenues will be endangered.

2. The Government of India have no clear evidence before them that the increasing sugar imports have had, or are tending to, such serious conseqences. The area under sugarcane in the different provinces has not declined of late years, nor in recent or revenue settlement reports have any observations regarding the unprofitableness of the industry been noticed. The extent to which the refined sugars from abroad compete in the Indian markets with the coarse sugars ordinarily manufactured by native processes, and tend to supplant the latter, is uncertain. There is probably an increasing demand for sugar in India for domestic consumption and for spirit distilling and sweetmeat making, and as the sugarcane area has not expanded of late years, it may be that the increasing imports have not been in excess of the necessary demand, and that the price of Indian sugars has, notwithstanding these imports, been maintained. Lastly, the question whether sugar prices in India have fallen in recent years is one on which it is difficult on existing materials to pronounce, owing to the many varieties of sugar sold in Indian markets, and the failure of the published price returns to clearly distinguish between them.

3. The subject, connected as it is with the sugar bounty question, appears to the Government of India to be of sufficient importance to be specially investigated and I am to ask that
inquiries may be made as to the effect of the competition of imported sugars on the cultivation of sugarcane in , on the profits of such cultivation, and on those of the sugar-industry; also as to the possibility of any falling off in the land or canal revenues in conseqence of the abandonment of sugarcane cultivation. I am to ask that the results of the inquiry may be communicated to the Government of India.

4. A statement showing the imports of sugar into India during the last three years, as given in the Trade and Navigation Returns, is appended. According to the article on sugar in the Dictionary of Economic Products (Volume VI, page 346) the area under sugarcane in India is about 2,500,000 acres, and the outturn, in coarse unrefined sugar, about 2,500,000 tons. The value of this crop at Rs. 100 a ton may approximately be put at Rs. 25,00,00,000. The value of the imports of sugar in 1897-98 is returned at Rs. 4,70,87,904. The imports of sugar thus bear a considerable proportion, as regards value, to the sugar production of the country.—I have, &c.,

T. W. HOLDERNESS,
Secretary to the Government of India.

APPENDIX.

Imports of sugar into British India.

	Quantities.			Value.		
	Twelve months, 1st April to 31st March.			Twelve months, 1st April to 31st March.		
	1895-96.	1896-97.	1897-98.	1895-96.	1896-97.	1897-98
	Tons.	Tons.	Tons.	Rs.	Rs.	Rs.
Sugar refined or crystalised :—						
From Austria-Hungary	246	5,775	47,287	63,582	13,13,792	1,04,45,039
„ Germany	35,910	37,940	60,165	87,50,225	87,57,394	1,27,88,053
„ Mauritius	68,336	74,442	70,302	1,64,55,377	1,71,78,409	1,56,30,038
„ China	10,302	6,965	14,558	26,61,905	17,91,512	33,48,381
„ Java	5,499	4,872	7,024	13,13,980	9,92,558	17,54,857
„ Straits Settlements ...	5,387	3,166	3,717	12,53,962	7,67,904	8,13,005
„ Other countries	564	960	8,703	1,50,324	3,17,612	22,78,471
Total ...	126,244	134,120	211,756	3,06,49,355	3,11,19,181	4,70,87,904
Sugar unrefined :—						
Countries unspecified... ...	10,299	8,946	18,661	4,18,776	3,99,110	7,56,864
Grand Total ...	136,543	143,066	230,417	3,10,68,131	3,15,18,291	4,78,44,768

BOMBAY CHAMBER OF COMMERCE, 24*th November* 1898.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 7423 dated 19th November 1898, relating to the effect of increasing imports of refined sugar on the market for, and the price of, Indian sugars.

The question has been considered in Committee; but the members are unanimously of opinion that while it is evident that the extensive importation of exceptionally cheap sugar

must tend to lower the price obtained for all other sugars, the importation of refined sugar from Mauritius and from countries in which bounties are given operates principally to supply deficiencies in local production and does not to any serious extent affect the prices paid by the mass of the people for the unrefined sugar principally used by them.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

MADRAS CHAMBER OF COMMERCE, *6th Septemter* 1898.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In enclosing copy of a letter which has been addressed by this Chamber to the Government of India, regarding sugar bounties, I am desired to express the hope that your Chamber, in view of the importance of the question, will see fit to accord its support to the representation.—I remain, &c.,

C. E. P. VANSAGNEW, Vice-Chairman.

MADRAS CHAMBER OF COMMERCE, *6th Septemter* 1898.

From C. E. P. VANSAGNEW, Esq., Vice-Chairman, Chamber of Commerce, Madras, to the SECRETARY to GOVERNMENT of INDIA, Finance and Commerce Department, Simla.

SIR,—The Sugar Bounty Conference held at Brussels in June having failed to attain the object for which it was assembled, this Chamber feels bound to reiterate the opinion that it expressed in the last paragraph of its letter to you, dated the 19th March 1898, namely, that under such circumstances, "countervailing duties are India's only weapon of defence." The imposition of such duties, it may be remarked, would be in accordance with the views of the British Delegates who attended the Conference. (*Vide* their Report to the Marquess of Salisbury, dated Brussels, the 27th June, 1898) :—

* * * *

"It seems clear that in these circumstances there are at present but two methods of securing the suppression of the bounty system :—

"1. By coming to some arrangement for such modifications or limitations in the French and Russian systems as may be acceptable to the other sugar-producing States, in return for the suppression of their bounties ; and

"2. By the conclusion of a Convention between a certain number of the sugar-producing States providing for the total suppression of sugar bounties within their dominions, and engaging that they will either impose countervailing duties on, or prohibit the entry of bounty-fed sugar coming from States which cannot be induced to become parties to the Convention."

The first alternative having now been shown to be unattainable, it only remains for the second alternative to be acted upon. The Chamber would be glad to learn that the Government of India will take steps in this direction without delay.—I have, &c.,

C. E. P. VANSAGNEW, Vice-Chairman.

No. 1493.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *12th November* 1898.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to forward, for the information of your Committee, copy of letter No. 1449-98, of 2nd November, addressed to the Secretary to the Government of Bengal, Financial Department, with reference to the critical position of the Indian sugar industry in consequence of the excessive and increasing importations of foreign bounty-fed beet sugar into India.—Yours, &c.,

W. PARSONS, Secretary.

No. 1449-98.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *2nd November* 1898.

From the SECRETARY, BENGAL CHAMBER of COMMERCE, to the SECRETARY to the GOVERNMENT of BENGAL, Financial Department.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to draw the attention of His Honor the Lieutenant-Governor to the critical position of the Indian Sugar Industry, in consequence of the excessive and increasing importations of foreign bounty-fed beet sugar into India, in the hope that His Honor may see his way to urge the Government of India to take some steps for the protection of this important industry.

2. It will be within the recollection of Government that in May last the Government of India, on the suggestion of the Committee

of this Chamber, recommended to the Secretary of State for India that Mr. E. C. Ozanne, of the Bombay Civil Service (retired), should be appointed, in the interests of India, one of the British Delegates at the Conference which was then shortly to be held at Brussels. The Committee were hopeful at the time that some definite result would follow the meetings of the Conference in the direction of the removal of the bounties granted by the different Continental Powers, but the Conference separated without any understanding being arrived at, in consequence of the attitude of the representives of France and Russia. To quote from the Report of the British Delegates, to the Marquis of Salisbury, "these two "Powers presented an insurmountable obstacle to any agreement "unless some satisfactory compromise could be arrived at," which apparently was found impossible.

3. The Committee note with satisfaction from the letter of 31st May, addressed to the British Delegates by the Marquis of Salisbury, conveying His Lordship's general instructions for their guidance at the Conference, that it is the earnest desire of Her Majesty's Government to secure the suppression of all bounties on sugar, which they consider to be prejudicial to the general interests of the British Empire. In the same letter the hope was expressed, on the part of Her Majesty's Government, that the result of the deliberations at Brussels might relieve them from the necessity of proseeuting any ulterior measures which might be rendered necessary, especially in regard to the British Colonies, if the system of bounties should still be retained, although, on this point, the Delegates were instructed to maintain an attitude of reserve. The British Delegates in concluding their Report wrote as follows:—"It seems clear that in these circumstances there are at "present but two methods of securing the suppression of the bounty "system:—

1. By coming to some arrangement, with such modifications or alterations in the French and Russian systems, as may be acceptable to the other sugar-producing countries in return for the suppression of their bounties.

2. By the conclusion of a Convention between a certain number of the sugar-producing countries providing for the total suppression of sugar bounties within their dominions, and engaging that they would either impose countervailing duties on, or prohibit the entry of, bounty-fed sugar coming from states which cannot be induced to be parties to the Convention."

The Committee are not aware whether any further negotiations, by means of diplomatic correspondence, such as were suggested by the Delegates of the French and Russian Governments at the Conference, are in progress with the view of coming to some arrangement with these Powers. If this is not the case the second suggestion of the British Delegates, quoted above from their Report to the Marquis of Salisbury, would appear to be the only alternative to be acted upon, in view of the determination of Her Majesty's Government to protect the sugar industries of the British Empire.

4. The Committee of the Chamber have now been approached by the representatives of the Indian Sugar Industry, both European and Native, with a request that the Government of India should be urged to consider, without loss of time, the advisability of levying countervailing duties on all bounty-fed sugars imported into India, as the only means now available of preventing the gradual but steady ruin of the sugar-refining industry of this country. The Committee need hardly point out that the Indian Sugar Industry is an extremely important one, the area under cane sugar exceeding 2½ million acres, while the date sugar cultivation of Jessore, Nadia, and the surrounding districts is very considerable. It is estimated that the industry gives employment to about two million persons, and represents an annual turnover of from 12 to 15 crores of rupees. As far as can be ascertained, the revenue derived by Government from land under sugarcane is about 35 lakhs of rupees. The Committee understand that, in the district of Jessore, a large number of sugar refineries have been closed since the recent heavy imports of beet sugar at low prices have taken place. A continuance of the unrestricted importation of bounty-fed sugars will result, without doubt, in the closing of the remaining factories in that district. The Brussels Conference having failed in its object, and America having since imposed countervailing duties on beet sugar, India, as pointed out by the British Delegates at the Conference, is daily becoming more flooded by subsidised sugars to the gradual but steady extinction of her own industry.

5. It may possibly be urged that a countervailing duty on imported beet sugar will result in increasing the cost of the commodity to the consumer, whose interests as representing the masses of the people, are generally supposed to be of greater importance than those of the producer. This argument applied to England would, without doubt, be a sound one, but although it is difficult to show with any definiteness what percentage of the population habitually use sugar as

an item of their daily food, so far as the Committee can ascertain, Indian consumers of refined sugar are mainly to be found among the well-to-do classes. Refined sugar can hardly be said to be a necessity in the same sense that salt is a necessity, and, therefore, the imposition of a tax upon foreign sugar would probably not be felt as a burden by the masses of the people.

6. The Committee, in conclusion, commend the whole matter to the careful consideration of His Honor the Lieutenant-Governor, merely stating that similar representations have been made to Government by the Chambers of Commerce of Madras and Upper India.—I have, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, *24th November* 1898.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 1493, dated 12th November 1898, together with a copy of letter No. 1449 addressed by you to the Secretary to the Government of Bengal, Financial Department, on the 2nd idem.

The matter has been carefully considered in Committee, and I am to say in reply that the members while recognising that extensive importation of exceptionally cheap sugar must of necessity tend to depress to some extent the price of other sugars, they are not of opinion that the importation of refined sugar from Mauritius and from countries in which bounties are given, affects to any serious extent the price paid by the mass of the people for the coarse qualities of sugar on which they principally depend. There is nothing to show that the area of land under sugar has contracted of recent years, and my Committee therefore do not at present propose to make to Government any recommendations in the matter.

FREDERICK NOEL PATON, Secretary.

APPENDIX GG.

ADDRESS TO LORD CURZON.

A deputation composed of the leading members of the Chamber of Commerce waited upon His Excellency the Viceroy at Government House, Malabar Point, on the 30th December 1898 to present an address of welcome. The following gentlemen were present :— The Hon'ble Mr. R. H. Macaulay, of Messrs. Wallace and Co., Chairman of the Chamber ; Mr. F. C. Macrae, of Messrs. Ritchie, Steuart and Co., Deputy Chairman of the Chamber ; Mr. A. Abercrombie, of Messrs. Latham, Abercrombie and Co. ; Mr. C. G. Giro, of Messrs. Ralli Brothers ; Mr. G. A. Barnett, C. I. E., Agent, G. I. P. Railway Co. ; Lieut.-Col. H. D. Olivier, R.E., Agent, B. B. and C. I. and R. M. Railway Co. ; Mr. J. H. Sleigh, Secretary and Treasurer, Bank of Bombay ; Mr. L. R. W. Forrest, Mr. F. A. Reddie, and Mr. H. E. E. Procter, of Messrs. Killick, Nixon and Co. ; Mr. F. W. Bickel, of Messrs. Volkart Brothers ; Mr. J. M. Dick and Mr. Stanley Hampson, of Messrs. W. and A. Graham and Co. ; Mr. Sassoon J. David, of Messrs. Sassoon J. David and Co. ; Mr. S. M. Moses, of Messrs David Sassoon and Co. ; Mr. R. H. S. Isaacs, of Messrs E. D. Sassoon and Co. ; Major S. Cornfort, of the Standard Oil Company of New York ; Mr. Rivers G. Currie, of Messrs. Mackinnon, Mackenzie and Co. ; the Hon'ble Mr. Vizbucandas Atmaram, of Messsrs. Narandas Rajaram & Co. ; Mr. N. S. Glazebrook, of Messrs. Lyon & Co. ; Mr. P. Byrne, of Messrs. Roughton and Byrne ; Mr. D. H. Glade, of Messrs. Glade & Co. ; Mr. C. Vernon, of Messrs. Farbenfabriken Bayer & Co., Ld. ; Mr. J. Humphrey, of Messrs. Latham & Co. ; Mr. G. F. Horbury, of Messrs. Richardson and Cruddas ; Mr. F. C. Rimington, Managing Director, Bombay Tramway Co. ; Mr. G. E. Howse, of Messrs. Thomas Cook and Son ; Mr. E. F. Allum, of Messrs. Aldridge, Salmon and Co., Ld. ; Mr. W. D. Graham, of the London and Lancashire Fire Insurance Co. ; Mr. E. Seymour Hale, Attorney and Representative, Publishers' Association, London ; Mr. H. A. H. Payne, of Messrs. Payne, Gilbert and Sayani ;

Mr. Jeejeebhoy Framjee Petit, of Messrs. D. M. Petit Sons and Co.; Mr. E. Scarpa, of the Austrian Lloyd's S. N. Co.; Mr. C. Blum, of Credit Lyonnais; Mr. W. Llewellyn, of Comptoir National D'Escompte de Paris; Mr. F. Boldvino, of Rubattino S. N. Co.; Mr. Ahmedbhoy Hubibbhoy; Mr. Frederick Noel Paton, Secretary, Chamber of Commerce; and Mr. C. J. Michael, Assistant Secretary, Chamber of Commerce.

A few minutes after 12 o'clock Lord Curzon entered. The Hon'ble Mr. R. H. Macaulay, Chairman of the Chamber of Commerce, having introduced the members to the Viceroy, read the following address:—

To the Right Honourable GEORGE NATHANIEL, BARON CURZON OF KEDLESTON, Viceroy and Governor-General of India, designate.

May it please your Lordship,—We, the Members of the Bombay Chamber of Commerce, beg to offer you a most cordial welcome on your arrival in India, and to tender you our sincere congratulations on your appointment by Her Most Gracious Majesty the Queen-Empress as Viceroy and Governor-General in India.

Your Lordship's past career, the study which you have already devoted to Oriental questions, and your own recent public utterances give us an assurance of the ability and industry which you will devote to the arduous duties of the high office which you are about to assume, and of the noble conception of those duties which you have set before yourself.

Of the questions which will claim your Lordship's early attention, there is none more important as affecting the welfare of the whole Empire than the establishment of a sound monetary system. It would be out of place on this occasion to attempt any discussion of the intricate problems which are engaging the attention of the Committee now sitting in England, and we will only express our hope that, as the result of their labours, we may soon enjoy again the advantage of a sound and automatic currency, whether it be silver or gold.

Of the beneficial results anticipated from the attainment of a gold standard, the attraction to this country of British Capital is one of the greatest importance; we venture to think, however, that something more than stability of Exchange is required, and that the adoption by the Government of India of more generous treatment and more expeditious methods in dealing with those who are prepared to devote

time and capital to the development of the resources of the Empire is equally necessary.

One of the most serious results of the currency policy of the past five years has been a recurring stringency of the Money Market, so severe and so protracted as to seriously hamper the operations of trade and the marketing of produce, and with the near approach of another export season, we cannot but view with apprehension the possibility of another period of financial strain. The months in which the demand for trade accommodation is naturally greatest are also the months during which the balances lying unemployed in the Government Treasuries are usually at a maximum, and we trust that means may be devised to render some portion of these balances available for trade purposes, if not in normal times, at least at times of exceptional monetary pressure.

The question of Railway Extension in India is one in which we are deeply interested, and which we are glad to know will engage your Lordship's special attention. We are aware that many important schemes for Railway Extension in various parts of India will be put before you, and we fully recognize the limitations which financial considerations impose, but there is one scheme of paramount importance to Bombay merchants which we desire to bring prominently to your notice. Our trade has long been hampered by the want of direct through communication with the North-West on lines of one gauge and under one administration, and this Chamber has for years past been advocating the construction of the Nagda-Muttra Line which would not only establish the through communication which we consider so essential, but would traverse large tracts of fertile country, and would thus combine the advantages of a trunk and feeder line. It has been a source of great disappointment to us that this scheme, the importance of which is to us so apparent, is still excluded from the Government of India's programme for Railway construction, and we avail ourselves of this opportunity to claim for it your Lordship's special and personal attention.

In conclusion, we desire to express our earnest hope that your Lordship's term of office may be one of peace and progress undisturbed by any such grave calamities as those which your predecessor has faced with a manly fortitude which has won the respect of all.

With every assurance of our high respect,

In the name and on behalf of the Members of the Bombay Chamber of Commerce,—We have, &c.,

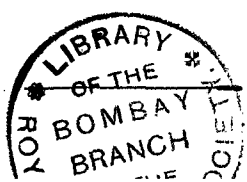
R. H. MACAULAY, Chairman.
F. C. MACRAE, Deputy Chairman.
H. D. OLIVIER,
C. G. GIRO,
J. FAIRCLOUGH,
I. M. SHIELDS,
A. F. SIMPSON,
D. H. GLADE,
J. M. DICK,
} Members of Committee.
FREDERICK NOEL PATON, Secretary.

BOMBAY, 30th December 1898.

Lord Curzon in reply said :—Mr. Chairman and Members of the Bombay Chamber of Commerce,—It is with peculiar pleasure that I have received at your hands, Sir (in whom I recognise an old schoolfellow and friend of my own), the address which you have just read, and the courteous and instructive contents of which I desire to acknowledge. I say with peculiar pleasure, because in this great industrial and trading city, which, along with a beauty all its own, reminds me of some of the great hives of manufactures and labor in my own country, it seems befitting that the views of the mercantile classes should be placed before me by the authorised exponents of those interests ; and because my experience elsewhere has already brought me into frequent and agreeable contact with Chambers of Commerce. As Under-Secretary of the Foreign Office at home, and as head of the Commercial Department there, I have during the past three years been placed in constant communication with analogous organisations in England ; and I have learned to what an extent the views of Government may be shaped, and their action assisted by the advice, the authority, and the trained information which such bodies are in a position to afford. I doubt not that a similar experience awaits me in India, and to any representations that you or associations of a like character and influence may come from time to time to address to me I can promise in advance a respectful and interested attention. You have been good enough to congratulate me upon my appointment to the high office which I am about to assume. I accept your congratulations ; and may I in return ask you to be the reci-

pients by proxy of the thanks of Lady Curzon and myself for the magnificent welcome which we have met with to-day at the hands of all sections of the population of this great city. The continuous miles of people in the streets and the enthusiasm with which they greeted us were incidents that will live long in our memory, and that will never fail to revive delightful recollections of Bombay. Gentlemen, your address proceeds to bring before my notice a number of subjects in which you are keenly interested, but upon which, while you are from the nature of your experience and your occupations, qualified to form and to express definite opinions, I shall be doing no injustice to your imaginations if I say that you do not at this stage expect any similar declaration from myself. A Viceroy setting foot in that capacity for the first time upon these shores can hardly be expected, and would be singularly ill-advised, within four hours of his landing, to make a pronouncement upon such abstruse questions as Currency Reform, the attraction of British Capital to India, the utilisation for commercial purposes of the Cash balances temporarily accumulated in the coffers of Government, and the particular Railways which ought or ought not to be included in the programme of construction. Upon these matters I shall of course profit by the counsel of your Governor, and by the advice of the expert colleagues by whom I shall presently be surrounded ; and while studying them, I shall bear in mind the authoritative character of the representations which you have made. Gentlemen, it only remains for me to endorse the hopes with which you conclude your address, that a period of returning peace and prosperity—of which I think that there are already some signs—may await this recently afflicted country. A sensational administration is not the best prospect that any coming Viceroy can desire ; and although the cup of destiny is filled by other hands than his, he may yet, with a clear conscience, promise during his term of office the fullest devotion of which he may be capable to the domestic interests, and to the material and moral development of the vast populations committed to his care.

The deputation then withdrew.



APPENDIX HH.

RULES UNDER THE DECK AND LOAD LINES ACT.

Rules made under Section 40, sub-sections (1) and (2) of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891), by the Governor in Council with the previous sanction of the Governor-General in Council, as published in Government Notification No. 83, dated 5th August 1896, and amended by Notification No. 92, dated 14th December 1897.

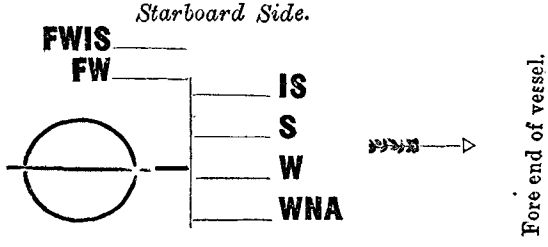
Rules as to Load Line Marks, Seasons, Certificates, Drought of water and Freeboard.

1. The lines to be used in order to indicate the maximum load line under different circumstances and at different seasons shall be nine inches in length and one inch in thickness, and the maximum load line shall be the upper edge of each of such lines.

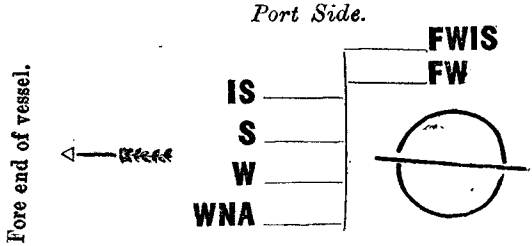
2. The said lines shall be horizontal lines marked on both sides of the ship, extending from and at right angles to a vertical line marked twenty-one inches forward of the centre of the disc. The maximum load line in fresh water shall be marked abaft such vertical line and the maximum load lines in salt water shall be marked forward of such vertical line, as shown in the following diagrams :—

FOR STEAMER.

Starboard Side.

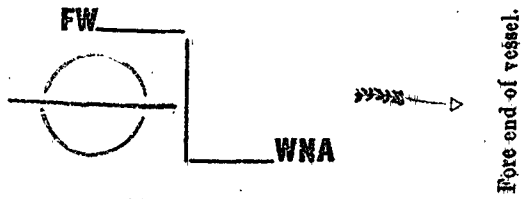


Port Side.

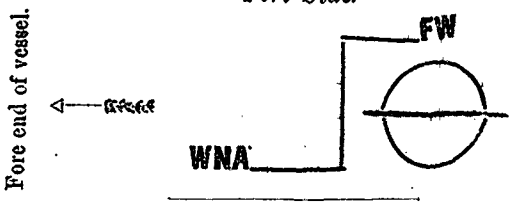


FOR SAILING VESSEL.

Starboard Side.



Port Side.



The arrow (◁——) points in the direction of the vessel's head.

The provisions of the Indian Merchant Shipping Act, 1880, Chapter II, shall have effect as if any such maximum load line were drawn through the centre of the disc.

3. Such maximum load lines shall be as follows, namely :—

For fresh water Indian summer,
" fresh water,
" Indian summer (Indian fair weather season),
" summer (Indian foul weather season),
" winter,
" winter, North Atlantic,

and shall be distinguished by initial letters permanently and conspicuously marked opposite such horizontal lines as aforesaid, such initial letters being as follows :—

F.W.I.S.—Fresh water, Indian summer.
F.W.—Fresh water.
I.S.—Indian summer (Indian fair weather season).
S.—Summer (Indian foul weather season).
W.—Winter.
W.N.A.—Winter, North Atlantic,

The upper edge of the horizontal line passing through the centre of the disc shall always indicate the summer freeboard in salt water.

4. Steam-ships shall be marked with such of the horizontal lines as aforesaid as are applicable to the nature of their employment, and sailing ships shall be marked with such of the above-mentioned lines, in addition to the summer load line, as indicate the maximum load line for fresh water and for North Atlantic winter, but sailing ships engaged solely in the coasting trade shall only be marked, in addition to the Indian Summer and summer load line, with the line indicating the maximum load line in fresh water.

5. The said disc, and the lines, or marks, to be used in connection therewith, shall be painted white or yellow on a dark ground, or black on a light ground, and the position of the disc, and of each of the lines shall, in the case of iron and steel vessels, be permanently marked by centre punch marks, and shall, in the case of wooden vessels, be sunk for their breadths into the planking a depth of not less than one-quarter of an inch.

A diagram showing the distance in feet and inches from the deck line to the centre of the disc and the relative position of the other lines shall be issued with and as a part of the certificate of approval (or alteration) of the load line.

6. Application for a certificate of approval of the position of the disc or any alteration thereof shall be made to the Port Officer of Bombay by the owner or agent in the form marked L. L. 1 in the schedule hereto annexed, and the application shall be accompanied by the prescribed fee. After survey a certificate shall be issued by the Port Officer in duplicate in the form in the schedule hereto annexed, which is applicable to the case; one part shall be delivered to the applicant, and the other part shall be recorded by the Port Officer.

The managing owner, agent or master shall also forthwith, on the delivery to him or his agent of any such certificate as aforesaid, cause the same to be framed and put up in some conspicuous part of the ship so as be visible to all persons on board the same, and shall cause it to be continued so put up so long as such certificate remains in force and such ship is in use.

On a certificate of approval ceasing to have effect, application shall at once be made by the registered managing owner of the ship for the

granting of a new certificate of approval, and the old certificate shall be delivered up to the Government who issued and who shall cancel the same.

7. The master of every British or British Indian ship shall, befor she leaves any port in India for the purpose of proceeding to sea, enter in the official log all the particulars stated in the certificate so issued as aforesaid if not previously entered.

8. For the purpose of these rules the following periods shall mean "Indian summer" (fair weather season), and "summer," respectively :—

	Fair Season (Indian Summer.)	Summer.
(*a*) Bay of Bengal, east of Tuticorin.	15th November to 25th May.	26th May to 14th November.
(*b*) West Coast: Sind, Bombay and Malabar.	1st September to 25th May.	26th May to 31st August.

The seasons as prescribed should have reference to the "nature of the voyage" in all cases.

9. The following rules are prescribed with respect to certificates of approval and their duration :—

(*a*) As regards all ships classed in Lloyd's Register or by any other corporation or association for the survey or registry of shipping approved by the Government of , the certificate of approval shall cease to have effect when the class of the ship is changed or withdrawn. Such certificate shall be in the form L. L. 2 or L. L. 3 in the schedule hereto according as the ship is a steam-ship or sailing ship.

(*b*) As regards unclassed iron and steel steam-ships the certificate of approval will be granted for the period mentioned therein, and upon the expiration of such period the certificate shall cease to have effect. The certificate shall be in the form L. L. 2B in the schedule hereto.

(*c*) As regards unclassed wooden ships which have not been opened out for survey, the certificate shall be granted for a fixed time varying with the age and condition of the ship at the expiration of which it shall cease to have effect. Such certificate shall be in the form L. L. 3A in the schedule hereto.

(*d*) As regards unclassed wooden ships which have not been opened out for survey, no limit of time shall be imposed in the certificate, which shall be in the form L. L. 3B in the schedule hereto.

10. For the purpose of these regulations the expression "amidships" shall mean the middle of the length of the load water line as measured from the fore side of the stem to the aft side of the stern port.

. . Officers entrusted with assignment of Freeboard and the survey of vessels reported to be overladen will be guided by the Tables of Freeboard issued by the Board of Trade and as modified or supplemented by the Board from time to time.

SCHEDULE.

FORM L. L. 1.

Application for CERTIFICATE of APPROVAL of the position of a Load Line Disc under the provisions of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Line Act (XVII of 1891).

Application is hereby made to the Port Officer for a certificate of approval of the position [*or* alteration of the position] of a load line disc on the Official No. [The vessel is classed in] is not classed].

The vessel is (is not) intended to be employed in the North Atlantic trade.

No previous application has been made for a certificate of approval of the position [*or* alteration of the position] of a load line disc on this vessel to any other authority appointed in accordance with the Indian Merchant Shipping Act (VII of 1880, as amended by the Deck and Load Lines Act (XVII of 1891) [except in respect of a previous certificate dated , which has expired (or ceased to have effect)].

Dated this day of 189 .

Managing Owner (Agent).

FORM L. L. 2.

CERTIFICATE OF APPROVAL of the POSITION [*or* alteration of the position] of the DISC on the steamship "
Official No. , in pursuance of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

[I, , a Surveyor employed by , and specially authorised by in this behalf]

[*or* I, , an officer of the Government of] have approved on behalf of the Government of the position [*or* alteration of the position] of the disc on the steam-ship " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876 [Indian Merchant Shipping Act, 1880].

This certificate is to remain in force only so long as the vessel remains in her present class, and no material deterioration has taken place in her present structural condition.

Dated this day of 189 .

(Signed)

POSITION OF LINES TO BE USED IN CONNECTION WITH THE DISC.

Maximum load-line in fresh water, Indian summer, feet inches above the centre of the disc.

Maximum load-line in fresh water, feet inches above the centre of the disc.

Maximum load-line in Indian fair weather season, feet inches above the centre of the disc.

Maximum load-line in summer or Indian foul weather season, the centre of the disc.

Maximum load-line in winter, feet inches below the centre of the disc.

Maximum load-line in North Atlantic winter, feet inches below the centre of the disc.

Note.—In accordance with the rules made by the Government, the disc and lines must be permanently marked by centre punch marks or

cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

If and so soon as the class of the ship is either changed or withdrawn or if and so soon as any deterioration takes place in structural condition of the ship, this certificate will be cancelled and must be delivered to the Government for that purpose and the owner will then be entitled to apply either to the original load-line authority, or to any other load-line authority approved by the Government, for a new certificate.

FORM L. L. 2B.

CERTIFICATE OF APPROVAL of the POSITION [*or* alteration of the position] of the DISC on the steam-ship " ", Official No. , in pursuance of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

[I, , a Surveyor employed by , and specially authorised by in this behalf]

[*or* I, , an officer of the Government of] have approved on behalf of the Government of the position [*or* alteration of the position] of the disc on the steam-ship " " Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876 [Indian Merchant Shipping Act, 1880].

This certificate is to remain in force until the day of 189 , and no longer

Dated this day of 189 .

(Signed)

POSITION OF LINES TO BE USED IN CONNECTION WITH THE DISC.

Maximum load-line in fresh water, Indian summer, feet inches above the centre of the disc.

Maximum load-line in fresh water, feet inches above the centre of the disc.

Maximum load-line in Indian fair weather season, feet inches above the centre of the disc.

Maximum load-line in summer or Indian foul weather season, the centre of the disc.

Maximum load-line in winter, feet inches below the centre of the disc.

Maximum load-line in North Atlantic winter, feet inches below the centre of the disc.

Note.—In accordance with the rules made by the Government, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

If and so soon as any deterioration takes place in the structural condition of the ship, this certificate will be cancelled and must be delivered to the Government for that purpose, and the owner will then be entitled to apply either to the original load-line authority, or to any other load-line authority approved by the Government, for a new certificate.

FORM L. L. 3.

CERTIFICATE OF APPROVAL of the POSITION [*or* alteration of the position] of the DISC on the sailing ship " ," Official No. in pursuance of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act, XVII of 1891.

[I, , a Surveyor employed by , and specially authorised by in this behalf]

[*or* I, , an officer of the Government of] have approved on behalf of the Government of , the position [*or* alteration of the position] of the disc on the sailing ship " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876 [Indian Merchant Shipping Act, 1880].

This certificate is to remain in force only so long as the vessel remains in her present class, and no material deterioration has taken place in her present structural condition.

Dated this day of 189

(Signed)

POSITION OF LINES TO BE USED IN CONNECTION WITH THE DISC.

Maximum load-line in fresh water, feet inches above the centre of disc.

Maximum load-line in winter, North Atlantic, feet inches above the centre of the disc.

Note.—In accordance with the rules made by the Government of India, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

If and so soon as the class of the ship is either changed or withdrawn or if and so soon as any deterioration takes place in the structural condition of the ship, this certificate will be cancelled and must be delivered to the Government for that purpose, and the owner will then be entitled to apply either to the original load-line authority, or to any other load-line authority approved by the Government, for a new certificate.

FORM L. L. 3A.

CERTIFICATE OF APPROVAL of the POSITION [Alteration of the position] of the DISC on the sailing ship " ," Official No. in pursuance of the Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act, XVII of 1891.

The

[I, , an officer of Government] have approved, on behalf of the Government, the position (*or* alteration of the position) of the disc on the sailing ship " ," Official No. , and hereby certify that the centre of the disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876 [Indian Merchant Shipping Act, 1880].

This certificate is to remain in force until the day of 189 , and no longer.

Dated this day of 189 .

(Signed)

POSITION OF LINES TO BE USED IN CONNECTION WITH THE DISC.

Maximum load-line in fresh water, feet inches above the centre of the disc.

Maximum load-line in winter, North Atlantic, feet inches below the centre of the disc.

Note.—In accordance with the regulations made by the Government, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

From and after the said day of 189 this certificate will be cancelled and must be delivered to the Government for that purpose, and the owner will then be entitled to apply either to the original load-line authority, or to any other load-line authority approved by the Government, for a new certificate.

FORM L. L. 3B.

CERTIFICATE OF APPROVAL of the POSITION [Alteration of the position] of the DISC on the sailing ship " ," Official No. , in pursuance of the Merchant Shipping Act, 1876 [Indian Merchant Shipping Act, 1880].

The

[I, , an officer of the Government] have approved, on behalf of the Government, the position (*or* alteration of the position) of the disc on the sailing ship " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, VII of 1880.

This certificate is to remain in force as long as no meterial deterioration has taken place in the present structural condition of the vessel.

Dated this day of 189 .

(Signed)

POSITION OF LINES TO BE USED IN CONNECTION WITH THE DISC.

Maximum load-line in fresh water, feet inches above the centre of the disc.

Maximum load-line in North Atlantic winter, feet inches below the centre of the disc.

Note.—In accordance with the rules made by the Government, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

If and so soon as any deterioration takes place in the structural condition of the ship, this certificate will be cancelled and must be delivered to the Government for that purpose, and the owner will then be entitled to apply either to the original load-line authority, or to any other load line authority approved by the Government, for a new certificate.

APPENDIX II.

BOMBAY PORT TRUST BUDGET ESTIMATES.

MEMORANDUM ON THE BUDGET ESTIMATES, 1898-99.

The Estimates of Income and Expenditure for the year 1898-99 are herewith submitted as required by Section 52 of the Port Trust Act, 1879.

The Chairman, in framing them, has had the valuable assistance of a Special Committee of the Trustees consisting of the Hon'ble Mr. A. Abercrombie, Mr. S. M. Moses, and the Hon'ble Mr. Vijbhucandas Atmaram.

CAPITAL ACCOUNT.

A total expenditure of Rs. 5,13,331 is provided for under Capital on account of new works in progress or proposed. The amount is comprised as follows :—

		Rs.
Section	I.—Prince's Dock	29,794
„	II.—Victoria Dock	1,78,445
„	III.—Merewether Dry Dock	18,062
„	IV.—New Works, Ordinary	3,42,660
	Rs.	5,68,961

This amount is exclusive of Engineering Establishment charges which are added in the accounts at the end of the year. With this addition the estimated Capital Expenditure may be taken at Rs. 6,18,961.

The outlay is to be provided for as follows :—

	Rs.
From the Victoria Dock Loan of 96 lakhs (this exhausts the loan)	1,47,000
„ Capital Receipts...	4,900
„ the Fixed Annual Revenue Surplus	80,733
„ the 10¼ lakh Loan of 1896	1,96,328
„ Loan of 12 lakhs to be raised in 1898-99 ...	1,40,000
	Rs. 5,68,961

These proposals leave Rs. 19,267 out of the provision for the fixed annual revenue surplus of one lakh untouched, which sum minus Establishment Charges, will be available for payment to Government in reduction of debt should no further urgent unforeseen demands arise for Capital Expenditure to be met from this provision.

SECTION I.—PRINCE'S DOCK.

The Capital Expenditure provided for under Section I., Prince's Dock, is limited to the laying of a tramway for internal traffic for which some provision was made in the current year's budget, but the work was deferred as it seemed necessary in order to make the most of the facility, that a more comprehensive scheme should be adopted than that originally put forward.

SECTION II.—VICTORIA DOCK.

The tram line extends to Victoria Dock and the proportionate sum provided under that head was likewise deferred, and provision is made in the Budget of 1898-99 for the larger scheme. The other works included under Victoria Dock are the paving with khankies of the floor of the Railway shed as goods deposited on the present earthern floor are liable to injury from damp ; for the paving also of some more of the wharfs lying between the transit sheds and vessels ; and the continued excavation of the South Channel, a work which, it is hoped, will by means of improved boring plant be pushed forward with increased vigour next year.

SECTION III.—MEREWETHER DRY DOCK.

The sums sanctioned for a permanent latrine and an additional hydraulic capstan, for which provision was made in the current

year's budget, have been carried forward to next year, no expenditure having yet been incurred in either case ; the selection of a site for the latrine having to wait until the arrangement of the Dock sidings are finally settled and the Engineers' strike in Britain having delayed the supply of the capstan.

SECTION IV.—NEW WORKS, ORDINARY.

In the loan of 12 lakhs sanctioned by Government, 3 lakhs are included for the erection of workmen's dwellings. About Rs. 1,60,000 will be expended on the sanctioned plans by the 31st March, and provision is made for the expenditure of the balance of Rs. 1,40,000 next year. The blocks of buildings, now nearly completed, of which about a-half were occupied before last South-West Monsoon, provide quarters for 165 families, and the first to be accommodated are the peons, coolies, and other labourers, who can pay the least rent. Plans for the remaining buildings covered by the present sanction will shortly be submitted for the Trustees' approval. This scheme has not been undertaken with any hope of making it remunerative but with the object of improving the condition of the men who have hitherto lived in huts and chawls of a most insanitary description at some distance from their work, and in order to induce them to make the change the rents have had to be fixed as low as the men have been in the habit of paying, which is below a remunerative limit for the substantial buildings that the Trustees have provided. Provision is also made under this Section for filling in part of the Apollo Basin, and the completion of the roads on the reclaimed ground as an application has been received for the whole area of building land that will thus be made available. The only other items calling for remark are the provision for adapting the Mody Bay North Reclamation for traffic and the extention of Railway Sidings in connection therewith. The works proposed are similar in character to those executed at the South Reclamation and include extending the reclamation on the South and reforming the present slope. The object is to provide a site for a new bulk oil installation for which application has been made. The expenditure will be fully covered by the rents which will accrue. The scheme is delayed for want of the approval of Government to the project, and will not be undertaken until such approval is received. Certain objections which were taken to the proposal have been replied to and it is anticipated that sanction will shortly be accorded.

REVENUE ACCOUNT.

The revenue from all sources is estimated at ... Rs. 49,01,540.
The expenditure is estimated at—

Revenue Expenditure	(1)	Rs. 24,48,591	
Interest	(2)	„ 21,44,837	
Sinking Fund	(3)	„ 1,09,701	
Depreciation	(4)	„ 93,331	
Fixed annual revenue surplus for the increase of assets or liquidation of debt		„ 1,00,000	
			48,96,460
Leaving a surplus of			Rs. 5,080

In framing the estimates the returns of the year 1894-95 which was one of average trade, have been generally adopted as the basis of calculation with such modifications under the various heads as seemed to be justified by subsequent developments. The prospects with regard to trade have recently, notwithstanding the continued presence of plague in the city, shown signs of a coming improvement, and in exports especially which for several years have been below the average it is expected, the crops being good and the famine past, that a fair amount of business will be done. If in addition the plague should leave the City, as seems likely from the history of similar visitations in other countries, the whole course of the trade and industries for which this port is the *entrepot* would immediately revive, and the Committee are confident that in such case the moderate estimates of revenue that they have considered it prudent to put forward in the existing state of affairs would be exceeded.

In the estimates of expenditure ample provision is made for the fulfilment of the Board's liabilities, the efficient discharge of its duties in regard to traffic arrangements, and the maintenance in proper order

(1) Includes Rs. 29,380 for renewals of Plant, &c., to be met by withdrawals of accumulated Depreciation Funds.

(2) Excludes Rs. 5,000 discount on Debentures of 1885.

(3) Includes Rs. 5,000 discount on Debentures of 1885 and Rs. 4,900 (Item 22, page 12) for share of cost of temporary sheds, also Rs. 1,800 (Item 20, page 12) for Wooden Pier, South Reclamation.

(4) Amount to be written off on account of depreciation of Plant during the year under all heads.

of its various properties, but the greatest economy has at the same time been enforced, with the result that there is a small estimated surplus of Rs. 5,080.

REVENUE RECEIPTS.

Omitting book credits for Engineering (Rs. 50,000) and for transfers from the Depreciation Account (Rs. 29,380), the Revenue Receipts are estimated at Rs. 48,22,160, and compare with previous years as follows :—

Actuals,	1894-95...	Rs. 47,25,874
„	1895-96...	„ 48,21,198
„	1896-97...	„ 46,12,361
Actuals of the calendar year, 1897		„ 44,32,717

The financial year 1896-97 and calendar year 1897 must be excluded from any comparison, as the famine which was the chief cause of the deficiency in revenue in those years is a thing of the past, and the estimates are for a period of plenty. A comparison may be made with either 1894-95 or 1895-96. As compared with the former the estimates are more by nearly a lakh, but this is accounted for by the growth of the receipts in ground rents alone (mostly leasehold) and therefore unaffected by transient fluctuations of trade, and there is besides an improvement of nearly a lakh in the receipts from the Warehouses and Dry Dock as a set off against any diminution under other heads. The estimates are in the aggregate practically the same as the actuals of 1895-96, and while they take credit for an improvement in receipts from ground rents, dry dock, and warehouses they also allow for the trade being less, yet the Export trade of 1895-96 was considerably less in respect of such staples as grains and seeds than the average of previous years, and it is the export trade which turns the scale to a deficit or surplus. The estimates count on some revival of this trade, but the Committee believe, are confined to safe limits.

The following is a brief explanation of the basis on which the estimates have been framed under the several heads :—

Bunder Properties.

The estimate is	Rs. 19,80,500	as compared with
	„ 18,53,500	Actuals, 1894-95.
	„ 18,59,372	„ 1895-96.
	„ 18,03,534	„ 1896-97.
	„ 19,22,638	„ of the calendar year 1897.

Wharfage Fees, Basin Rents, and Hard Fees are together estimated at about Rs. 30,000 less than the actuals of the years previous to 1896-97. Under *Godown and Shed Rents* the estimated rents are the same as the actuals of 1895-96 although the rate of rent for the Ryan Markets has meanwhile been raised, and additional rents will accrue from the workmen's dwellings recently completed. The receipts from *Ground Rents* have been increased because of the progress that is being made in the leasing of building plots, more especially on the Apollo Reclamation and Mody Bay Estates, several applications for the lease of large plots on those properties being now under consideration with a prospect of a further demand. The receipts from *Warehouses* have likewise been increased as compared with 1894-95 or 1895-96, but the estimate is less than the income that has recently been earned from them as the pressure on the accommodation is expected to lessen on the disappearance of the present plague troubles.

Wet Docks.

The estimate is Rs. 23,09,100 as compared with
,, 23,50,202 Actuals, 1894-95.
,, 24,14,056 ,, 1895-96.
,, 22,37,724 ,, 1896-97.
,, 20,04,192 ,, of the calendar year 1897.

The Wet Docks have suffered most from the recent depression in trade and shipping from which practically all its income is derived. Already the income has commenced to improve and without advocating a return to the figure of 1894-95 (Rs. 18,35,233) or even those of 1895-96, (Rs. 18,66,930) the Committee consider that with every prospect of a good export trade it would be safe to count on the receipts from *Dock Dues on goods* being taken at Rs. 17,75,000. It may serve to show the influence the famine had on the two items of grain and seed when it is mentioned that the differences between the exports of the past twelve months and those of 1894-95 and 1895-96 were, respectively, 400,000 and 300,000 tons. The exports of wheat and groundnuts were in fact practically stopped, and seeds diminished to half the usual quantity. Yet as previously observed the years to which reference is made were not specially good years for this trade, but were considerably below the average of previous years. The imports of food grains were naturally large but the improvement under this head was only a partial set off against the loss

on exports. The coast trade is another important branch of the dock traffic which may be expected to recover the ground lost in a time of famine and plague.

The other heads are fixed proportionately to the receipts from dues on goods and need no explanation.

Merewether Dry Dock.

The estimate is Rs. 1,30,000 as compared with
„ 99,074 Actuals, 1894-95.
„ 1,12,443 „ 1895-96.
„ 1,21,305 „ 1896-97.
„ 1,07,999 of the calendar year 1897.

In estimating for an increased revenue, the Committee have allowed for the fact that the P. & O. Company have intimated their decision to make more use of the Dock than hitherto for the docking of their larger vessels.

Interest and Miscellaneous.—Require no Explanation.

Port Department and Pilotage.—In view of the expected improvement in trade, the income derivable from shipping in these Departments has been proportionately increased.

REVENUE EXPENDITURE.

The entire Revenue Expenditure is estimated at Rs. 48,96,460. Excluding book debits (Rs. 79,380) the estimate compares with previous years as follows :—

Actuals,	1894-95	Rs.	47,17,941
„	1895-96	„	47,58,354
„	1896-97	„	48,66,171
Budget,	1896-97	„	48,44,105
„	1897-98	„	48,53,400
„	1898-99	„	48,17,080

The expenditure of the Trust is not like the income, subject to much variation except in some few instances, such as the traffic arrangements at the Dock where the allotments are proportionate to the estimated receipts. The bulk of the expenditure, consising as it does of repairs and maintenance of large properties and of a large permanent establishment is constant and must gradually increase as the properties are developed, and the operations of the Board are extended. The Committee have the satisfaction nevertheless of being able to

submit an estimate of expenditure which fully provides for all the Board's liabilities and the efficient administration of the Trust, and at the same time shows a decrease as compared with the actuals of 1896-97 and the Budget of the current year.

Comparing the Budget 1898-99 with the Actuals 1896-97 there is a decrease of Rs. 49,091. Comparing it with the Budget 1897-98 the decrease is Rs. 36,620. The following gives the comparison under the several sections in detail :—

		Budget Estimate 1898-99. In comparison with			
		Actuals, 1896-97.		Budget, 1897-98.	
		Increase.	Decrease.	Increase.	Decrease.
		Rs.	Rs.	Rs.	Rs.
I.	General Charges ...	572	...	24,760	...
II.	Bunder Properties ...	...	10,336	...	11,159
III.	Wet Docks	...	49,601	...	6,165
IV.	Merewether Dry Dock.	1,530	...	3,110	...
V.	Rents	511	...	...	...
VI.	Interest	...	7,446	...	37,042
VII.	Sinking Fund, Victoria Dock	2,461	...	791	...
VIII.	Fixed Annual Revenue Surplus	...	...	...	...
IX.	Port Department ...	8,035	...	...	11,175
X.	Pilotage Account ...	5,183	...	260	...
	Rs.	18,292	67,383	28,921	65,541
			18,292		28,921
	Net Decrease...		49,091		Rs. 36,620

General Charges.—The increase is mainly due to the growth of the Pension and Provident Fund lists which stand as follows :—

	Actuals. 1895-96.	Actuals. 1896-97.	Budget. 1898-99.
	Rs.	Rs.	Rs.
Pensions	9,957	16,549	26,082
Contribution to Provident Fund, including interest...	44,746	51,182	52,550
Total Rs....	54,703	67,731	80,554

The former is now probably as high as it will ever be, as nearly all the superior officers whose services qualify for pension have now retired and in course of time the item will disappear altogether except as regards the comparatively small sum required to pay the pensions of peons and inferior officers. Against the expenditure on Provident Fund must be set the interest on investments amounting to Rs. 20,000. Another item of a non-recurrent character for which provision had to be made is the cost of issuing the new loan of 12 lakhs estimated at Rs. 8,000.

II. *Bunder Properties.*—There is a decrease as compared with the actuals of 1896-97 of Rs. 10,336. The adoption of certain proposals put forward by Mr. Panton the Traffic Manager for the reorganization of the staff of the Department in his charge has effected a considerable saving under this head, and is the more satisfactory that it has been carried out without any disturbance of the existing arrangements for traffic or hardship to individuals, advantage having been taken of retirements and of other vacancies that have occurred to effect the changes. The sale of the greater part of the Flotilla has effected a further saving and certain small works have been deferred for which there was no pressing need. On the other hand provision has been made for an enhancement of the General Tax payable in respect of the Bunders, the Municipality having decided to increase the rate by one per centum.

III. *Prince's and Victoria Docks.*—The decrease is explained by the reduced estimates for dredging. The docks having recently been thoroughly cleared of silt, and a larger quantity than usual having been dredged from the channels there will not be as much to do next year, and the expenditure on this account will therefore be less. The other items which include provision for the additional Municipal taxation require no explanation. The net decrease is Rs. 49,601.

IV. *Merewether Dry Dock.*—The increase is in the working expenses principally in the payment to the docking contractors and is proportionate to the better revenue that the Trustees expect to earn next year.

V. *Rents.*—This sum is unchanged and requires no remark.

VI. *Interest.*—The reason of the decrease is that the 9 lakhs loan of 1887 bearing interest at 5 per centum became due in 1897 when it was paid off from the cash balances and the issue of the loan of 4 per centum to replace it will be postponed till late next financial year, so

that no interest is payable in the meantime. Against this there is an increase in the interest payable to Government for advances made on account of the Victoria Dock, the net saving being Rs. 37,042.

VII. *Sinking Fund Victoria Dock Loan.*—The small increase is explained by the increased amount of the debt due to the advances just referred to. The sinking fund is at the rate of 1 per cent. which will repay the whole of the loan in 41 years.

VIII. *Port Department.*—There is an apparent increase on comparing the estimates with the actuals of 1896-97, but to the latter must be added the Trustees share of the expenses of the Health Officer of the Port, the bill not having been presented to the Trustees in that year. With this addition the comparison is in favour of the estimates, which include the new charges for the depreciation of the Anchor Hoy and Cutter (Rs. 4,300) but have been reduced by the transfer to the Pilotage Department of the salary of the Assistant Port Officer, as the proportion previously charged to that branch for supervision was held to be too small. The expenditure in the Port Department as estimated will be found to be only Rs. 72 less than the estimated income.

IX. *Pilotage Account.*—Section 50 of the Bombay Port Trust Act 1879, requires that the receipts and expenditure under this account shall be kept distinct from the Trustees' General Account, and the estimate and accounts are therefore so framed that the expenditure balances the receipts, any surplus in the receipts being passed to the credit of the Fund for the replacement of the Schooners and other boats. The balance available after providing for all the estimated expenses is only Rs. 1,567, but the accumulated surpluses from more prosperous years amount to more than two lakhs which is an ample provision against accidents and depreciation.

28th February 1898. W. C. HUGHES, Chairman.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner 1836-37
M. T. Brownrigg 1837-38
H. G. Gordon... 1838-39
J. Skinner 1839-40
T. R. Richmond 1840-41
C. B. Skinner... 1841-42
S. D. Murray 1842-43
J. Wright ... ... } 1843-44
E. Lyon ... ... }
T. Cardwell 1844-45
J. Smith 1845-46
W. Graham 1846-47
John Parsons... 1847-48
A. G. Latham... 1848-49
Robert Strong... 1849-50
W. S. Grey 1850-51
John Parsons 1851-52
A. H. Campbell 1852-53
H. B. Gilmour 1853-54
James Graham 1854-55
W. F. Hunter... 1855-56
A. T. Binny ... ... } 1856-57
H. B. Gilmour... ... }
John Fleming... 1857-58
Robert Ryrie 1858-59
H. D. Cartwright ... } 1859-60
Henry Scott ... ... }
Andrew Grant ... }
George Hamilton ... } 1860-61
George Lord ... ... }
James N. Fleming... } 1861-62
Michael H. Scott ... }
Robert Hannay ... } 1862-63
Alexander Brown ... }
Andrew Grant... 1863-64
A. C. Gumpert 1864-65
Alexander Stewart... ... 1864-65
A. J. Hunter 1865-66
W. Christain ... ... }
A. J. Hunter ... ... } 1866-67
Alexander Brown ... }
J. Foggo 1867-68
Hamilton Maxwell... ... 1868-69
H. E. Astley ... ... } 1869-70
D. Graham ... ... }
A. D. Grant 1870-71
W. G. Hall 1871-72
J. K. Bythell 1872-73
H. E. Bright ... ... } 1873-74
E. Lord ... ... }
D. Watson 1874-75
J. A. Forbes 1875-76
G. F. Henry ... ... } 1876-77
Donald Graham ... }
Walter Lang 1877-78
M. Mowat 1878-79
C. Macdonald... 1879-80
J. N. Graham... 1880-81
E. Comber ... ... } 1881-82
W. M. Macaulay ... }
James Thorburn 1882-83
Sir F. Forbes Adam, Kt., C.I.E., 1883-84, 1884-85, 1886, 1887, 1888, 1889.
A. F. Beaufort... 1890
L. R. W. Forrest 1890-92
J. L. Symons 1892
R. S. Campbell 1893
W. R. Macdonell 1893, 1894, 1895
A. F. Beaufort 1896
A. Abercrombie 1897
R. H. Macaulay 1898
A. Abercrombie 1899

Secretaries.

R. X. Murphy 1836-38
J. E. Brenan 1838
R. X. Murphy... 1838-41
T. J. A. Scott... 1841-46
John Connon 1846-57
John Mawson 1857-59
J. A. Crowe (Acting) ... 1858-59
H. Brooke 1859-64
James Taylor 1864-73
John Gordon 1873-84
David Watson (Acting)... 1881-82
John Marshall... 1884-98

FREDERICK NOEL PATON, appointed 1898.

ANNUAL GENERAL MEETING.

PROCEEDINGS of the Annual General Meeting of the members of the Bombay Chamber of Commerce held on Wednesday, 15th February 1899, at 4 p. m., to transact the following business :—

(1) To receive the Report of the outgoing Committee.

(2) To confirm the nomination of the members of the new Committee made in accordance with section 12 of Rule VII, and to transact any other business that may be brought forward.

Present :

The Hon. Mr. R. H. MACAULAY, *Chairman, in the Chair.*

F. C. Macrae, Esq.,
A. Abercrombie, Esq.
H. Holmes, Esq.,
H. F. Wagstaff, Esq.,
J. M. Dick, Esq.,
D. N. Graham, Esq.,
Nigel F. Paton, Esq.,
W. D. Graham, Esq.,
J. Fairclough, Esq.,
C. G. Giro, Esq.,
E. Schoen, Esq.,
P. B. Savile, Esq.,
H. B. Thurburn, Esq.,
A. F. Simpson, Esq.,
H. C. Wright, Esq.,
W. Greaves, Esq.,
C. Vernon, Esq.,
F. W. Bickel, Esq.,
H. Stauber, Esq.,
N. S. Glazebrook, Esq.,
C. H. Armstrong, Esq.,
Sir George Cotton,
Sydney L. Wyatt, Esq.,
C. H. B. Forbes, Esq.,
E. F. Allum, Esq.,
J. Humphrey, Esq.,
G. A. Barnett, Esq., C.I.E.
A. Muirhead, Esq.,
S. Abraham, Esq.,
H. Booker, Esq.,
F. A. Reddie, Esq.,
H. E. E. Procter, Esq.,
S. M. Moses, Esq.,
I. M. Shields, Esq,
F. C. Allen, Esq.,
F. D. Stranack, Esq.,
J. Stiven, Esq.,
D. H. Glade, Esq.,
J. Begbie, Esq.,
P. Byrne, Esq.,
Rivers G. Currie, Esq., and
F. NOEL PATON, Esq., Secretary.

The Secretary having read the notice convening the meeting,

The Chairman said : It is a time-honoured custom that the Chairman in moving the adoption of the report of the outgoing Committee should make some comments of his own on the principal subjects dealt with during the year. My task on this occasion is lightened by the fact that we have not dealt with any large number of important subjects, and scarcely any of them possess the charm of novelty. The currency question, for example, exceeds all others in

the importance of its bearing, not only on our daily business, but on the general prosperity of the country. But it is a well-worn subject, and I will not say more about it than is necessary to explain the attitude taken up by your Committee. A year ago we saw the rupee at last reach 1s. 4d., and the attainment of this level was marked by a monetary stringency so severe as almost to paralyse trade. We seemed but little nearer to the realisation of a gold standard. The Government of India were indeed able to claim for their currency legislation a certain measure of success, but it seemed to be the qualified success of a man climbing a rock who has attained a certain height but who cannot get higher and dares not go back. It was universally felt that the so-called period of transition had been sufficiently prolonged, and that the time had arrived when Government were bound either to reconsider their policy or to complete it. There was no doubt as to the views of Government on the main question; they had announced in a recent despatch their intention of establishing a gold standard at any cost, and the Finance Minister had intimated that they were considering what the next step towards the attainment of it should be. It seemed to us of the most vital importance that that step should not be a false one, and we urged upon Government that, before any further action was taken, the whole question should be submitted to another full investigation by a Committee in England with power to collect, sift, and weigh the great mass of evidence on the subject which had accumulated since the Mints were closed. This course has, I am glad to say, been adopted and the necessity for it has, I think, been amply proved by the fact that the step which the Government of India actually proposed to take, is so generally admitted to be a false one that of all courses which it is thought possible that the Committee may recommend there is none looked upon to-day as more improbable than the adoption of the measures proposed by the Goverment of India. I will not weary you with any views of my own on the main question at issue. As representing the Chamber we have not pronounced in favour of either a gold or a silver standard, not only because the question was too complex to be adequately dealt with by us, but also because the members of the Chamber had not, and could not be, expected to have a united view on the subject. There is one point, however, upon which I hope that the members of the Chamber are united, and that is in demanding a sound system of currency, not managed by Government, but regulated automatically according to the varying requirements of trade.

THE INDIAN DEMAND FOR SILVER.

We have of late heard a good deal about redundancy and contraction in relation to our currency; we have read of the wickedness of making India the sink for the silver of the world. I question very much whether, so long as our currency was on a metallic basis, there was any redundancy of money in circulation, but we certainly had one great advantage—an elastic currency. As we all know, there always has been and always will be an immense demand for silver in India. For the five years before the closing of the Mints the net imports of silver were about 200 millions of ounces, for the five years which followed the closing of the Mints they were over 178 millions of ounces, a diminution of only about 11 per cent., but before the Mints were closed, nearly all the silver imported passed into the Mints and was coined though subsequent experience has placed beyond doubt that a large proportion was afterwards melted down for ornaments. This silver therefore served the purpose of currency just so long as it was required, and redundancy was afterwards corrected by the melting down of rupees. I attach great importance to this elasticity, to this free trade in currency, and I trust that we may soon enjoy again a system equally automatic and self-regulating. Whether it be possible to establish such a system on other than a metallic basis is a question which I leave to wiser heads than mine.

DISPOSAL OF TREASURY BALANCES.

Another subject which is more or less akin to the currency question is the management by Government of their Treasury balances. This has not been the subject of correspondence between your Committee and Government during the past twelve months, but it is a question upon which this Chamber has always held one view, and we commended it to the attention of our new Viceroy when we had the pleasure of presenting him with an address on his arrival in India. Since then it has been the subject of discussion between the Bengal Chamber of Commerce and the Finance Minister, and we are all glad to know that Sir James Westland has promised to recommend to the Secretary of State that a certain portion of the Treasury balances should be made available for trade purposes during the busiest months of the year. I fully endorse the view that trade should as far as possible be independent of Government help, and no one suggests that the Government balances should be depleted to a dangerous extent: the stringency which we ask Government to relieve is greatly

caused by their own action, by the necessity of collecting the land revenue at the very time when money is most needed to enable the ryot to bring his crops to market, and we only ask them in some measure to correct the effect of their own withdrawals of money from circulation by coming to the assistance of trade at times of special stringency. By adopting this course I feel sure that Government will consult their own best interests. We do not ask for relief so much in our own more immediate interests as in the interest of the native trader and the agricultural population. A stringent money market may enable us to employ our own capital to better advantage, it may enable us to buy produce cheaper. To the exporter pure and simple, it may make but little difference, for he works on a gold basis, and as he buys his produce he can provide funds by selling Sterling bills or buying Council drafts, but the native shroff who finances the internal movement of exports and imports has not this resource: he deals in Indian currency alone, and if his operations are clogged by a stringent money market, and especially if, as was his experience a year ago, he finds himself at times unable to obtain accommodation on any terms, he must of necessity curtail the accommodation which he gives to others, with the result that all the operations of trade are restricted, the cultivator does not realise his produce to best advantage, his power of buying imports decreases, and in short the general prosperity of India is adversely affected. As to the procedure which Government should adopt in this matter there is more room for diversity of opinion: I think it is clear, and I am glad to see that Sir James Westland adopts the same view, that some margin must be allowed to the Presidency Banks who will practically act as brokers in the transaction between Government and the public. I hope also that Government will not find it necessary to restrict the period during which any relief is obtainable to the months of January, February, and March. These, however, are details which I can only commend to the attention of our successors.

RAILWAY EXTENSION.

To turn to another subject. I trust that it will not be attributed to any slackness or indifference on our part that we have done little to promote railway extension. The subject is always before us, but the opportunity for any useful representation has been in great measure barred by the programme already formulated by Government, a programme in the framing of which the interests of the port seem scarcely to have been considered and the carrying out of which has

been delayed by the exigencies of finance. We have, however, taken one opportunity of addressing Government on behalf of our old friend, the Nagda-Muttra scheme. It is needless for me to enlarge here upon its merits, and I will only say that it passes my understanding why the construction of this all-important line should have been so long delayed. An important local scheme on which we have been called upon by Government to express an opinion is the proposed Port Trust Branch Line--a scheme which has been before us since 1895. The objects which the Port Trustees have in view bespeak the sympathy of the mercantile community, and our criticisms on the project as it has been laid before us are, I need hardly say, made in no unfriendly spirit. I am quite prepared to believe that those advantages which are incontestable, the establishment of easy access to the Port Trust property in Mazagon, the development of the northern end of the Island of Bombay both for residential and trade purposes, and the consequent enhancement to the value of the Port Trust property in that direction could be shown to sufficiently justify the enterprise. It has not, however, lain with us to frame estimates and considerations by which the scheme might be justified, but to express our opinion on those which were laid before us, and this we have done with a due sense of our responsibility, being most unwilling to retard sound progress, but feeling at the same time that as the burden of the enterprise if it should prove unprofitable, must ultimately fall on the trade of the port, it is most essential that the estimates and anticipations which serve to justify the scheme should be thoroughly sound. After a careful scrutiny of the project by a Select Committee of the Chamber it has seemed to us that on the one hand the financial estimates submitted by the Trustees are oversanguine, and on the other hand that the benefits to trade anticipated from the scheme, viewed as a project for cheapening the methods of dealing with exports and imports, are unlikely to be fully realized and could in part at least be attained by other and less costly means.

HANDLING THE EXPORT TRADE.

The most important of these benefits are based on the expectation that by transferring the wheat and seeds trade to Mazagon and locating the godowns for it alongside the railway all expense of cartage might be saved to the exporter, and as a result of this that not only a large traffic would be assured to the branch line, but that a large increase of trade would be attracted to the port. Before, however, these bene-

fits can be realised, it will be necessary to satisfy exporters that a system of haulage from the godowns to the Docks, and of sidings in the Docks themselves, can be devised which will enable their cargo to be delivered without block or delay alongside the steamers for which it is intended. The numerous consignments of various kinds of produce which go to make up an ordinary Bombay cargo must seriously enhance the practical difficulties of devising such a system. It may be that we are unduly sceptical; the Port Trustees are thoroughly practical men of business, well acquainted with the conditions of our trade, and they may be quite prepared to show how the difficulties which we foresee can be overcome. If the practical difficulties are overcome, and if the economies which the Port Trustees anticipate are actually realised, the grain merchants, and possibly also, though far less readily, the cotton merchants, will transfer their trade spontaneously to the new locations which are marked out for them, but the movement must be a spontaneous one, and no trade must be forced to migrate by any curtailment of existing facilities. I have dwelt upon this subject at some length because it is one of great importance to trade, and because the question, complicated as it is by the consideration of possible alternatives, is one of no small difficulty. I should be sorry that the scheme should be abandoned. I only wish to see it further elaborated and justified by sound estimates before it is undertaken.

PLAGUE AND TRADE.

The plague is a depressing subject on which I have no wish to dwell. I had hoped that when we met here to-day we might be able to congratulate ourselves that the terrible visitation was at last passing away, but instead of this we find ourselves in the midst of an epidemic scarcely less virulent than those which have preceded it. That the effect on trade is less disastrous than in previous years is due partly no doubt to familiarity with the disease, but in still greater measure to relaxation of restrictions on railway travelling and the adoption of less harassing measures in the city itself. The thanks of the Chamber are due to His Excellency Lord Sandhurst for the ready ear which he has turned to the representations which we have made, and the anxiety which he has shown to avoid any unnecessary interference with the ordinary avocations of the people. It is a melancholy thought, however, that instead of being able to expel the unwelcome visitor by drastic measures, we have had to accommodate ourselves to its presence. Let us hope that its final disappearance may not be long delayed, and that out of evil good may come, for the plague has

opened the eyes of all to the sanitary defects of the town, to its filthy slums and overcrowded chawls, and to it we practically owe the conception of our Improvement Trust with all its great possibilities for good.

POSTAL FACILITIES.

We have to thank our Postmaster-General for the immediate attention which he gave to our representations on the subject of the local delivery of letters in Bombay, and I hope that the excellent system of hourly deliveries which has already been inaugurated in the Fort may soon be extended over the whole city. We have also to congratulate Mr. Henniker Heaton on the success of his efforts to introduce an Imperial Penny Postage. I only wish that we could also secure a reduction in the telegraph charges between India and Europe ; cheap postage is very pleasant, but it will not have any material effect on our trade, whereas the present, extortionate charges for telegrams are a really serious tax upon Indian commerce and have no doubt a depressing influence on its development.

The finances of the Chamber do not call for any special comment, and I have but one more word to say before I sit down. We all miss a familiar face at our meeting to-day, and you will all have missed a familiar hand in the report which has been laid before you. It is impossible for me to praise too highly the services rendered to this Chamber by the late Mr. John Marshall during the fourteen years of his Secretaryship. No one had the interest of Bombay commerce more at heart, and his ripe experience in commercial matters, his sound judgment, and able pen contributed in no small degree to maintain the prestige and authority of this Chamber.

I now beg to move that the report of the Committee of the Bombay Chamber of Commerce for the year 1898, which has been circulated, be adopted and printed for general information together with the documents therein referred to.

Mr. F. C. Macrae seconded the adoption of the report. He said he was sure all would concur in the tribute the Chairman had paid to the memory of their late much-esteemed Secretary, Mr. John Marshall. That gentleman's long and intimate knowledge with Bombay and its trade rendered his information to all the Committees on which he served of the greatest possible value. When he had the views of these Committees to express on important representations to the Government, or in defence of the Chamber's interests, his clearness and vigour, as well as his tactful manner in such work, earned him the approbation of all the members. His thirteen years of service would not be forgotten. Referring to the Port Trust Scheme, the speaker said he thought it

extremely doubtful whether there would be the same cheapness or efficiency under the new scheme as existed at present.

Mr. Abercrombie, in supporting the motion, said the report dealt with a large number of interesting matters, which showed the Committee had done good work for the Chamber. It was satisfactory to note that the accounts this year showed a small surplus. With regard to what the Chairman had said on the currency question, he thought they should at present preserve a sort of masterly inactivity and do nothing until the Currency Commission's report was published, and they saw what proposals, if any, were being made. The Committee, he agreeed, had certainly been unable to do anything this year in the way of railway extension, a pre-arranged programme having apparently prevented Bombay from being heard. In the meantime it was to be hoped that under the *regime* of the present Viceroy more liberality would be shown than had been the case under Lord Elgin. This year Government had to declare whether they would take up the G. I. P. Railway or not. He noticed in the press references to the subject that an amalgamation of the G. I. P. and the Indian-Midland Railway was advocated. That, he thought, would be a most excellent thing, advantageous in every way and economical. As to the telegraph system, he was of opinion that the time had come when further representations should be made to the Government in order to secure cheapened rate between India and Europe. The new Viceroy would be inclined to lend a more sympathetic ear to their representations than had been turned to them hitherto. With regard to the new Port Trust Railway, he believed it was a thing which would immensely improve much valuable property owned by the Trust. It would tend to benefit trade, and to lessen the congestion in such districts as Mandvi, by encouraging people to go and live outside when there was the convenience of constant railway traffic.

The motion was carried unanimously.

Sir George Cotton moved a vote of thanks to the Chairman, Deputy Chairman, the outgoing Committee, and the Secretary, for their able conduct of the affairs of the Chamber during the past year. In spite of the Chairman's modesty, Sir George thought the questions considered during the past twelve months were as important as those of any previous year.

Mr. Glazebrook seconded and the resolution was carried.

On the motion of Mr. F. W. Bickel, the following gentlemen were elected members of the Committee for the ensuing year :—Messrs. J. M. Dick, C. G. Giro, H. E. E. Procter, Rivers G. Currie, G. H. Townsend, G. A. Barnett, C.I.E., and H. Stauber.

Mr. Clement Poole was re-appointed auditor, and the proceedings concluded.

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 7th January.	Week ending 14th January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer	1s. 3 15/16d.	1s. 4d.
" " Sight	1s. 3 15/16d.	1s. 4d.
" " 3 m'ths'	1s. 4 1/32d.	1s. 4 1/16d.
" " 4 "	1s. 4 1/32d.	1s. 4 1/16d.
" " 6 "	1s. 4 3/32d.	1s. 4 1/8d.
First-class Credits ... 3 m'ths'	1s. 4 1/8d.	1s. 4 3/16d.
" 4 "	.....	.....
" 6 "	1s. 4 7/32d.	1s. 4 5/16d.
Documents ... ... 3 "	1s. 4 5/32d.	1s. 4 7/32d.
" 4 "	.....	.....
" ... ... 6 "	1s. 4¼d.	1s. 4 11/32d
Paris Francs Mercantile Bills... 3 m'ths'	1·70	1·70½
" " " ... 4 "	.....	.....
" " " ... 6 "	.....	.....
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight...	Hongkong, Rs. 138 per 100$; Shanghai, Rs. 184 per 100 Taels; Japan, Rs. 149 per 100$.	Hongkong, Rs. 139 per 100$; Shanghai, Rs. 183½ per 100 Taels; Japan, Rs. 147 per 100$.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-10-0	Rs. 24-5-0 Ready; 24-9-0
Sovereigns	" 15-4-0	" 15-2-0 [shipment.
Bar Silver	" 72-0-0 Ready. " 72-6-0 Forward.	" 72-4-0 Ready. " 73-4-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills, 60 days' Sight	12 per cent.	15 per cent.
" of Interest on Demand Loans on Govt. Securities.	10 "	12 "
Rate of Interest in the open Market on Government Paper ...	12 "	12 "
Money Market	Very stringent.	Money still very scarce and in strong demand.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 94-8-0	Rs. 95-0-0
Three per cents.	" 88-0-0	" 88-0-0 (Nominal.)
IMPORTS.		
Piece Goods— Market:	Nothing doing.	Little or no demand.
7 lbs. 33 in. 37½ yds. Grey Shirtgs. (per piece).	Rs. 2-14-0	2-14-0
8 lbs. 38 in. 37½ to 38 " " "	" 3-4-6	3-4-6
2¼ to 3 lbs. 28-29 in. 24 yds. Madapollams (per piece)	" 1-2-0 } Nominal.	1-2-0 } Nominal.
No. 40s Mule Twist, (per lb.) ...	As. 6¾ to 7⅛	As. 6⅞ to 7⅜
No. 30s Water " " ...	" 6½ to 7¼	" 6½ to 7¼
Copper Braziers (in bundles) (per cwt.)	Rs. 45-4-0	Rs. 44-12-0
Yellow Metal " "	" 37-12-0	" 37-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 31-0-0 to 32-0-0	Rs. 31-0-0 to 32-0-0
Staffordshire Bar Iron, " "...	" 32-0-0 to 33-8-0	" 32-0-0 to 33-8-0
Swedish Bar Iron, " "...	" 53-0-0 to 54-0-0	" 52-0-0 to 53-8-0
Davison's West Hartley Coal, (per ton) alongside.	(Ready) (Forward) ..... Rs. 15-12-0	(Ready) (Forward) ..... Rs. 16-0-0
Welsh Hartley Coal, (per ton) "	....	....
Cardiff Coal, " "	Rs. 22-0-0 Rs. 17-0-0	Rs. 19-0-0 Rs. 17-12-0
Japan, " "	....	....
Bengal " "	Rs. 13-4-0 Rs. 13-0-0	Rs. 13-8-0 Rs. 13-4-0
Singarini Coal " Rail Delivery...	....	....

mittee of the Chamber of Commerce during the Year 1898.

Quotations.	Week ending 7th January.	Week ending 14th January.
EXPORTS.		
Cotton— Market	Quiet, but steady.	Quiet, but steady.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 177 March 1898.	Rs. 172 March.
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 175 March 1898.	Rs. 170 March.
Barsee ... ... F.G. ..	.....	.....
Do. ... ... Good..	.....	.....
Oomrawuttee, Good Staple ... Fine..	.....	.....
,, ,, ... F.G ...	Rs. 159 Ready	Rs. 155 Ready
,, ,, ... Good..	.....	.....
Khandeish .. .. Fine..	.....	.....
,, ... F.G. ...	Rs. 146 Ready.	Rs. 139 Ready
,, ... Good..	.....	.....
Belattee .. .. Fine..	Rs. 150 Ready.	Rs. 146 Ready
,, ... F.G..	,, 144 ,,	,, 141 ,,
,, ... Good..	.....	.....
Dhollera ... . Fine...	Rs. 169 May 1898.	Rs. 166 April-May
,, ... F.G. ..	,, 159 ,, ,,	,, 156 ,,
,, ... Good ..	,, 156 ,, ,,	,, 154 ,,
Bengals ... . Fine ..	,, 148 Ready	,, 143 Ready
,, ... F.G. ..	,, 137 ,,	,, 133 ,,
,, ... Good..	,, 130 ,,	,, 126 ,,
Dharwar (S.G.) ... ... Good..	,, 171 ,,	,, 166 May
Westerns .. .. Good...	,, 159 ,,	,, 156 ,,
Gingelly-seed, White (per cwt.)..	,, 7-8-0 Ready	,, 7-8-0 Ready
,, Mixed ,, ...	,, 7-0-0 ,,	,, 7-0-0 ,,
Linseed, Bold ,, ...	,, 6-2-6 ,,	,, 6-2-0 ,,
,, Small Seed ,, ..	.....	.....
Rapeseed, Guzerat Yellow ,, ...	Rs. 7-1-0 Ready	Rs. 6-11-6 Ready
,, Brown Delhi ,, ...	,, 6-2-0 ,,	,, 6-5-0 April-May
,, Yellow Cawnpore ,, ...	,, 6-11-0 Forward	,, 6-10-0 ,,
Poppy-seed ,, ...	,, 6-13-0 Ready	,, 6-11-0 Ready
Groundnuts ,, ...	,, 6-8-0 Forward	,, 6-12-6 ,,
Castor-seed, Bold Cawnpore ,, ...	.....	.....
,, Ordinary Quality, F.A. ,, ..	Rs. 6-12-0 Ready	Rs. 6-10-0 Ready
Wheat, White Pessy ,,	91% Rs. 5-9-0 April-May	,, 5-9-6 April-May 91 %
	85% ,, 5-7-0 ,,	,, 5-7-0 ,, 85 %
,, Jabalpur Pessy ,, ...	,, 5-5-0 ,,	.....
,, Ahmedabad (Soft Red) ,, ...	,, 5-4-6 ,,	Rs. 5-4-0 Forward
,, Hard Yellow ,,	..... 75 %	..... 75 %
	..... 63 %	..... 63 %
	..... 50 %	..... 50 %
,, Delhi No. 1, White Pessy ,, ...	Rs. 5-1-9 April-May	Rs. 5-1-9 Forward
,, ,, Red ,, ..	,, 4-11-0 May-June	.....
,, Hard Red Khatha (75 %) ,, ..	,, 5-6-0 March-April	Rs. 5-6-0 Forward
,, Nagpore Khathi ,, ...	,, 5-3-0 ,,	,, 5-2-9 ,,
Opium, (Malwa) per chest, Old	,, 1,220	,, 1,220
,, ,, ,, New	,, 1,130	,, 1,130
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton (per ton of 40 ft.), via Suez Canal	£0 18s. 6d.	£0 18s. 6d.
,, Seeds and Wheat ,, ...	£0 18s. 0d.	£0 17s. 6d.
London—Measurement cargo, P. & O. Co. ,, ...	£1 5s. 0d.	£1 5s. 0d.
,, Seeds and Wheat do. ,, ..	£0 18s. 0d.	£0 18s. 0d.
,, Measurement cargo ,, ...	.....	.....
,, Seeds and Wheat ,, ..	.....	.....
Havre—Measurement cargo ,, ..	£0 19s. 6d.	£0 16s. 0d.
,, Seeds and Wheat ,, ..	£0 19s. 0d.	£0 15s. 6d.
Antwerp—Measurement cargo ,, ..	£0 19s. 0d.	£0 16s. 0d.
,, Seeds and Wheat ,, ..	£0 18s. 6d.	£0 15s. 3d.
Hull—Measurement cargo ,, ..	£0 19s. 0d.	£0 18s. 0d.
Dunkirk ,, ..	£0 19s. 0d.	£0 15s. 6d.
Trieste and Venice—Measurement cargo ,, ..	.....	.....
,, ,, Seeds and Wheat ,, ..	.....	.....
Marseilles—Measurement cargo ,, ...	£0 19s. 0d.	£0 17s. 6d.
,, Seeds and Wheat ,, ..	£0 18s. 6d.	£0 16s. 6d.
Genoa—Measurement cargo ,, ..	£0 19s. 0d.	£0 17s. 6d.
,, Seeds and Wheat ,, ...	£0 18s. 6d.	£0 17s. 0d.
Hamburg—Measurement Cargo ,, ...	£0 19s. 0d. to £1 0s. 0d.	£0 17s. 0d.
,, Seeds and Wheat	£0 19s. 0d. to £1 0s. 0d.	.....
China Steamer (P. & O.)...	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do. (do.)...	,, 17	,, 17
Australia ... ... ,, ...	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 21st January.	Week ending 28th January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer.	1s. 4d.	1s. 4d.
" " Sight	1s. 4d.	1s. 4d.
" " 3 m'ths' "	1s. 4 1/16d.	1s. 4 1/16d.
" " 4 " "	1s. 4 1/16d.	1s. 4 1/16d.
" " 6 " "	1s. 4 1/8d.	1s. 4 1/8d.
First-class Credits 3 m'ths' "	1s. 4 7/32d.	1s. 4 3/16d.
" " 4 " "	.....	.....
" " 6 " "	1s. 4 5/16d.	1s. 4 9/32d.
Documents 3 " "	1s. 4 1/4d.	1s. 4 7/32d.
" 4 " "	.....	.....
" 6 " "	1s 4 11/32d.	1s. 4 5/16d.
Paris Francs Mercantile Bills 3 " "	1·70¾	1·70¼
" " 6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 138 per 100$; Shanghai, Rs. 182½ per 100 Taels; Japan, Rs. 147½ per 100 $	Hongkong, Rs. 137½ per 100 $; Shanghai, Rs. 182½ per 100 Taels; Japan, Rs. 147½ per 100 $
English Bar Gold, 100 touch (per tola)	Rs. 24-5-0	Rs. 24-6-0
Sovereigns	" 15-4-0	" 15-2-0
Bar Silver	Rs. 72-12-0 Ready; " 72-12-0 Forward.	Rs. 72-4-0 Ready; " 72-8-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills 60 days' Sight	16 per cent.	15 per cent.
" of Interest on Demand Loans on Govt. Securities.	12 "	12 "
Rate of interest in the open Market on Government Paper...	12 "	13 "
Money Market	Money in strong demand.	Money still scarce, and in good demand.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 95-9-0	Rs. 95-12-0
Three per cents.	" 88-0-0	" 88-0-0
IMPORTS.		
PIECE GOODS— Market:	Nothing doing owing to monetary stringency, plague and quarantine.	Nothing doing owing to monetary stringency, plague and quarantine.
7 lbs. 33 in. 37½ yds. Grey Shrtgs. (per piece)	Rs. 2-14-0	Rs. 2-14-0
8 lbs. 38 in. 37½-38 yds. " "	" 3-4-6	" 3-4-6
2½ to 3lbs. 28-29 in. 24 yds. Madapollams "	" 1-2-0	" 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 6⅞ to 7⅜	As. 6⅞ to 7⅜
No. 30s Water " " ...	" 6½ to 7¼	" 6½ to 7¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 45-0-0	Rs. 45-0-0
Yellow Metal, " " ...	" 36-12-0	" 37-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 32-8-0	" 32-8-0
Staffordshire Bar Iron, " " ...	" 34-0-0	" 34-0-0
Swedish Bar Iron, " " ...	" 54-0-0	" 53-0-0
Davison's West Hartley Coal, (per ton) alongside.	(Ready) (Forward.)	(Ready (Forward.)
Welsh Hartley Coal, (per ton) "	..... Rs. 16-8-0	Rs. 16-0-0 Rs. 16-0-0
Cardiff Coal, " "	....	....
Japan " "	Rs. 19-0-0 Rs. 18-8-0	Rs. 19-8-0 Rs. 18-4-0
Bengal " "	....	....
Singarini-Coal, (per ton) Rail Delivery "	Rs. 13-8-0 Rs. 13-0-0	Rs. 13-8-0 Rs. 13-0-0
	....	....

Nominal.

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 21st January.	Week ending 28th January.
EXPORTS.		
Cotton— Market:	Quiet, but steady.	Quiet, but steady.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 172 March	Rs. 172 March
Do. ... ... F.G. ...	.....	.....
Do. ... ... Good ..	Rs. 170 March	Rs. 170 March
Barsee ... ... F.G ...	.....	.....
Do. ... ... Good ..	.....	.....
Oomrawuttee, Good Staple ... ... Fine ...	.....	.....
,, ,, ... F.G. ...	Rs. 153 Ready	Rs. 150 Ready
,, ,, ... Good ...	....	....
Khandeish .. .. Fine ..	....	.....
,, ... F. G. ..	Rs. 138 Ready	Rs. 137 Ready
,, ... Good ..	....	,, 131 ,,
Belatee .. .. Fine ...	Rs. 146 Ready	,, 145 ,,
,, ... F.G. ...	,, 141 ,,	,, 140 ,,
,, ... Good ..	.....	.....
Dhollera .. .. Fine ...	Rs. 166 April-May	Rs. 165 April-May
,, ... F.G. ..	,, 156 ,,	,, 155 ,,
,, ... Good ..	,, 153 ,,	,, 154 May
Bengals .. .. Fine ..	,, 143 Ready	,, 145 Ready
,, ... F.G. ..	,, 132 ,,	,, 133 ,,
,, ... Good ..	,, 125 ,,	,, 126 ,,
Dharwar (S.G.) .. .. .. Good ..	,, 165 May	,, 166 May
Westerns .. .. Good ..	,, 155 ,,	,, 156 ,,
Gingelly-seed, White (per cwt.)..	,, 7-8-0 Ready	,, 7-7-0 Ready
,, Mixed ,, ...	,, 6-13-6 ,,	,, 6-13-0 ,,
Linseed, Bold Seed ,, ..	,, 6-3-0 ,,	,, 6-3-6 ,,
,, Small ,, ..	.....	,, 6-1-6 ,,
Rape-seed, Guzerat Yellow ,, ..	Rs. 6-13-0 Ready	,, 6-12-0 ,,
,, Brown Delhi ..	,, 6-7-0 April-May	,, 6-0-0 ,,
,, Yellow Cawnpore ,, ..	,, 6-7-0 Ready	,, 6-5-0 ,,
Poppy-seed ,, ..	,, 6-12-0 ,,	,, 6-14-0 ,,
Groundnuts ,, ..	,, 6-14-0 ,,	,, 7-0-0 ,,
Castor-seed, Bold, Cawnpore ,, ...	.....	.....
,, Ordinary Quality F.A. ,, ...	Rs. 6-14-0 Ready	Rs. 6-14-0 Ready
Wheat, White Pessy ,,	91 % Rs. 5-9-0 April-May / 85 % ,, 5-7-0 ,, ,,	,, 5-9-0 April-May 91 % / ,, 5-7-0 ,, 85 %
,, Jabalpur Pessy ,, ...	.....	,, 5-3-6 ,,
,, Ahmedabad (Soft Red) ,, ...	Rs. 5-4-0 March-April	,, 5-3-6 ,,
,, Hard Yellow ,,	75 % ..... / 63 % Rs. 5-10-0 March-Apl. / 50 %	..... 75 % / ..... 63 % / ..... 50 %
,, Delhi, No. 1, White Pessy ,, ...	Rs. 5-2-9 March-April	Rs. 5-2-9 April-May
,, ,, Red ,, ..	,, 4-14-0 May-June	,, 4-12-0 May-June
,, Hard Red Khatha (75 %) ,, ...	,, 5-6-0 April-May	,, 5-5-0 March-April
,, Nagpore Khathi ,, ..	,, 5-2-6 Forward.	,, 5-2-6 ,,
Opium (Malwa) per chest, Old ...	,, 1,180	,, 1,175
,, ,, ,, New ...	,, 1,100	,, 1,080
FREIGHTS.	(Ready)	(Ready)
Liverpool—*Cotton*, (per ton of 40 ft.) via Suez Canal.	£0 17s. 6d.	.....
,, Seeds and Wheat ,, ...	£0 16s. 6d.	.....
London—Measurement cargo, P.&O. Co. ,, ...	£1 5s. 0d.	£1 5s. 0d.
,, Seeds and Wheat do. ,, ..	£0 17s. 6d.	£0 17s. 6d.
,, Measurement cargo ,, ...	.....	.....
,, Seeds and Wheat ,, ...	.....	.....
Havre—Measurement cargo ,, ...	£0 17s. 6d.	£0 16s. 0d. Nominal.
,, Seeds and Wheat ,, ...	£0 17s. 0d.	£0 16s. 0d. ,,
Antwerp—Measurement cargo ,, ..	£0 17s. 0d.	£0 15s. 6d.
,, Seeds and Wheat ,, ..	£0 16s. 6d.	£0 15s. 0d.
Hull—Measurement cargo ,, ..	£0 18s 0d.	£0 17s. 6d.
Dunkirk ,, ..	£0 17s. 6d.	£0 16s. 0d. Nominal.
Trieste & Venice—Measurement cargo ,, ..	.....	.....
,, ,, Seeds and Wheat ,, ...	.....	.....
Marseilles—Measurement cargo ,, ...	£0 16s. 0d.	£0 15s. 0d.
,, Seeds and Wheat ,, ..	£0 15s. 0d.	£0 14s. 6d.
Genoa—Measurement cargo ,, ...	£0 17s. 6d.	£0 16s. 0d.
,, Seeds and Wheat ,, ...	£0 17s. 0d.	£0 15s. 0d.
Hamburg—Measurement cargo ,, ...	£0 17s. 0d.	£0 17s. 0d.
,, Seeds and Wheat	.....	.....
China Steamer (P. & O.)	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan ,, (do.)	,, 17	,, 17
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 4th February.	Week ending 11th February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer,	1s. 3 25-32d,	1s. 3 7/8d.
„ „ Sight	1s. 3 25/32d.	1s. 3 7/8d.
„ „ 3 m'ths' „	1s. 3 27/32d.	1s. 3 15/16d.
„ „ 4 „ „	1s. 3 27/32d.	1s. 3 31/32d.
„ „ 6 „ „	1s. 3 29/32d.	1s. 4d.
First-class Credits 3 „ „	1s. 3 31/32d.	1s. 4 1/16d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1s. 4 3/32d.	1s. 4 5/32d.
Documents ... 3 „ „	1s. 4d.	1s 4 3/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1s. 4 1/8d.	1s. 4 3/16d.
Paris Francs Mercantile Bills 3 „ „	1·68¼	1·69
„ „ 6 „ „	.....	.....
On Calcutta Bank Telegraphic Transfer	100 3/32	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 138 per 100 $; Shanghai, Rs. 182¼ per 100 Taels; Japan, Rs. 149 per 100 $.	Hongkong, Rs. 137 per 100 $; Shanghai, Rs. 182 per 100 Taels; Japan, Rs. 148 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-9-0	Rs. 24-2-0
Sovereigns	„ 15-7-0	„ 15-4-6
Bar Silver	Rs. 72-10-0 Ready; „ 73-4-0 Forward	„ 71-8-0 Ready; „ 72-8-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills, 60 days' Sight.	15 per cent.	15 per cent.
„ of Interest on Demand Loans on Govt. Securities.	12 „ „	12 „ „
Rate of Interest in the open Market on Govt. Paper	12 „ „	12 „ „
Money Market	Money very scarce.	Money extremely scarce
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 96-8-0	Rs. 96-10-0
Three per cents.	„ 90-0-0	„ 88-0-0
IMPORTS.		
Piece Goods— Market :	Nothing doing.	Rather better, prices firmer.
7 lbs. 33 in. 37½ yds. Grey Shrtgs. (per piece).	Rs. 2-14-0	Rs. 2-14-6
8 lbs. 38 in. 37½-38 yds. „ „ ...	„ 3-4-6	„ 3-5-0
2½ to 3 lbs. 28-29 in. 24 yds. Madapollams	„ 1-2-0 } Nominal.	„ 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 6⅞ to 7⅜	As. 6 7/8 to 7 3/8
No. 30s Water „ „ ...	„ 6¼ to 7¼	„ 6¼ to 7¼
Copper Braziers, (in bundles.) (per cwt.)	Rs. 45-0-0	Rs. 45-8-0
Yellow Metal, „ „ ...	„ 37-0-0	„ 37-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 32-8-0	„ 32-8-0
Staffordshire Bar Iron, „ „	„ 34-0-0	„ 34-0-0
Swedish Bar Iron, „ „	„ 53-0-0	„ 53-0-0
Davison's West Hartley Coal, (per ton) alongside.	(Ready.) (Forward.) Rs. 16-0-0 Rs. 16-0-0	(Ready.) (Forward.) Rs. 15-12-0 Rs. 15-12-0
Welsh Hartley Coal, (per ton) „	....	....
Cardiff Coal, „ „	Rs. 17-8-0 Rs. 17-8-0	Rs. 18-0-0 Rs. 17-8-0
Japan ... ... „ „	....	....
Bengal ... ... „ „	Rs. 13-8-0 „ 13-4-0	Rs. 14-8-0 „ 14-0-0
Singarini Coal, „ Rail Delivery.	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

QUOTATIONS.	Week ending 4th February.	Week ending 11th February.
EXPORTS.		
COTTON— Market:	Steady.	Steady, but little doing.
(Full-pressed ; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 169 1st to 25th Mar.	Rs. 176 (March)
Do. ... ... F. G....	.....	.....
Do. ... ... Good...	Rs. 168 15th to 25th „	Rs. 175 (March)
Barsee ... ... F.G. ...	.....	„ 172 Ready.
Do. ... ... Good...	.....	.....
Oomrawuttee, Good Staple,... ... Fine ...	....	.....
„ „ ... ... F.G. ...	Rs. 151 Ready.	Rs. 175 Ready.
„ „ ... ... Good...	.....	.....
Khandeish .. .. Fine ..	.....	Rs. 153 Ready
„ ... . F.G. ...	Rs. 140 „	„ 148 „
„ ... . Good ...	„ 134 „	.....
Belatee ... . Fine ...	„ 145 „	Rs. 150 Ready
„ ... ... F.G. ..	„ 140 „	„ 147 „
„ .. .. Good...	.....	.....
Dhollera .. .. Fine ..	Rs. 165 April-May.	Rs. 170 Ready
„ .. .. F.G. ..	„ 155 „ „	„ 160 „
„ ... ... Good...	„ 153 15th to 25th May.	„ 158 „
Bengals ... ... Fine ..	„ 144 Ready	„ 150 „
„ ... ... F.G. ..	„ 132 „	„ 139 „
„ ... ... Good...	„ 125 „	.....
Dharwar (S.G.) ... ... Good...	„ 166 May	Rs. 170 Ready
Westerns ... ... Good ...	„ 154 „	„ 160 „
Gingelly-seed, White (per cwt.)...	„ 7-8-0 Ready	„ 7-7-6 „
„ Mixed „ ...	„ 6-14-0 „	„ 6-14-0 „
Linseed, Bold „ ..	„ 6-2-6 „	„ 6-1-0 „
„ Small Seed „ ..	.....	.....
Rape-seed, Guzerat Yellow „ ...	Rs. 6-8-0 Ready	Rs. 6-12-0 Ready
„ Brown Delhi „ ...	„ 5-14-0 „	„ 5-12-0 „
„ Yellow Cawnpore „ ..	„ 6-12-0 Forward	„ 6-8-0 Forward
Poppy-seed „ ...	„ 6-13-0 Ready	„ 6-13-0 Ready
Groundnuts „ ..	„ 7-0-0 „	„ 8-0-0 „
Castor-seed, Bold, Cawnpore „ ...	.....	.....
„ Ordinary Quality F.A. „ ...	Rs. 6-10-0 Ready	Rs. 6-10-0 Ready
Wheat, White Pessy „	„ 5-7-0 91 ℔ Forward	„ 5-8-6 Forward 91 ℔
	„ 5-6-0 85 ℔ „	„ 5-6-6 „ 85 ℔
„ Jabalpur Pessy „ ...	„ 5-3-0 Forward	„ 5-2-0 „
„ Ahmedabad (Soft Red) „ ..	„ 5-5-0 „	„ 5-5-6 „
„ Hard Yellow „	..... 75 ℔	..... 75 ℔
	..... 63 ℔	..... 63 ℔
	..... 50 ℔	..... 50 ℔
„ Delhi, No. 1, White Pessy „ ...	Rs. 5-2-0 Forward	Rs. 5-1-6 Forward
„ „ Red „ ..	„ 4-12-0 „	„ 4-12-0 „
„ Hard Red Khatha (75 ℔) „ ..	„ 5-6-0 „	„ 5-6-0 „
„ Nagpore Khathi „ ..	„ 5-3-0 „	„ 5-3-0
Opium, (Malwa) per chest, Old ..	Rs. 1,220	„ 1,110
„ „ New ...	„ 1,180	„ 1,025
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.) via Suez Canal	£0 17s. 6d.	£0 17s. 0d.
„ Seeds and Wheat „ ...	£0 16s. 0d.	£0 15s. 6d.
London—Measurement cargo, P. & O. Co. „ ...	£1 5s. 0d.	£1 5s. 0d.
„ Seeds and Wheat do. „ ...	£0 17s. 0d.	£0 16s. 0d.
„ Measurement cargo „ ...	.....	.....
„ Seeds and Wheat „ ...	.....	.....
Havre—Measurement cargo „ ..	£0 16s 0d.	£0 16s. 6d.
„ Seeds and Wheat „ ..	£0 16s. 0d.	£0 16s. 0d.
Antwerp—Measurement cargo „ ...	£0 15s. 6d.	£0 15s. 0d.
„ Seeds and Wheat „ ...	£0 15s. 0d.	£0 14s. 6d.
Hull—Measurement cargo „ ..	£0 17s. 0d.	£0 17s. 0d.
Dunkirk „ ..	£0 16s. 0d.	£0 15s. 6d.
Trieste & Venice—Measurement cargo „ ..	.....	£0 18s. 0d.
„ „ Seeds and Wheat „ ..	.....	£0 17s. 0d.
Marseilles—Measurement cargo „ ...	£0 15s. 6d.	£0 14s. 0d.
„ Seeds and Wheat „ ..	£0 15s. 6d.	£0 14s. 0d.
Genoa—Measurement cargo „ ..	£0 16s. 0d.	£0 15s. 6d.
„ Seeds and Wheat „ ..	£0 15s. 0d.	£0 15s. 0d.
Hamburg—Measurement cargo „ ...	£0 16s. 0d.	.....
„ Seeds and Wheat	.....	.....
China Steamer (P. & O.)...	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do. (do.)...	„ 17	„ 17
Australia ... ... „ ...	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 18th February.	Week ending 25th February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer	1s. 3 29/32d.	1s. 4 1/32d.
„ „ Sight	1s. 3 29/32d.	1s. 4 1/32d.
„ „ 3 m'ths' „	1s. 3 31/32d.	1s. 4 3/32d.
„ „ 4 „ „	1s. 4d.	1s. 4 1/8d.
„ „ 6 „ „	1s. 4 1/32d.	1s. 4 5/32d.
First-class Credits 3 „ „	1s. 4 3/32d.	1s. 4 3/16d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1s. 4 3/16d.	1s. 4 9/32d.
Documents 3 „ „	1s. 4 1/8d.	1s. 4 7/32d.
„ 4 „ „	.....	.....
„ 6 „ „	1s. 4 7/32d.	1s. 4 5/16d.
Paris Francs Mercantile Bills 3 „ „	1·69¾	1·70¼
„ „ 6 „ „	.....	.....
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 136 per 100 $; Shanghai, Rs. 181 per 100 Taels; Japan, Rs. 148 per 100 $.	Hongkong, Rs. 135 per 100 $; Shanghai, Rs. 180 per 100 Taels; Japan, Rs. 147, per 100 $.
English Bar Gold, 100 touch (per tola)	Rs. 24-3-0 Ready; „ 24-7-0 Forward.	Rs. 24-2-6
Sovereigns	„ 15-2-0	„ 15-3-0
Bar Silver	„ 71-0-0 Ready; „ 72-0-0 Forward.	„ 70-12-0 Ready; „ 71-12-0 Forward
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' Sight...	15 per cent.	15 per cent.
„ of Interest on Demand Loans on Govt. Securities.	12 „ „	13 „ „
Rate of Interest in the open Market on Government Paper...	12 „ „	12 „ „
Money Market	Most stringent.	Severely tight.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 96-13-0	Rs. 96-0-0
Three per cents.	„ 88-0-0	„ 88-0-0
IMPORTS.		
Piece Goods— Market:	Quiet, but steady.	Quiet, prices in favor of buyers.
7 lbs. 33in. 37½yds. Grey Shrtgs. (per piece)	Rs. 2-14-6	Rs. 2-14-6
8 lbs. 38 in. 37½-38 yds. „ „	„ 3-5-0	„ 3-5-0
2½ to 3 lbs. 28-29 in. 24 yds. Madapollams „	Rs. 1-2-0	Rs. 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 6⅞ to 7⅜	As. 6⅞ to 7⅜
No. 30s Water „ „ ...	„ 6¾ to 7¼	„ 6¾ to 7¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 45-4-0	Rs. 45-4-0
Yellow Metal, „ „	„ 37-4-0	„ 37-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 32-8-0	„ 33-0-0
Staffordshire Bar Iron, „ „ ...	„ 34-0-0	„ 34-0-0
Swedish Bar Iron, „ „ ...	„ 53-0-0	„ 54-0-0
Davison's West Hartley Coal, (per ton) alongside.	Ready Rs. 16-0-0 / Forward Rs. 16-0-0	Ready Rs. 16-0-0 / Forward Rs. 16-4-0
Welsh Hartley Coal, (per ton) „	....	....
Cardiff Coal ... „ „	Rs. 18-0-0 Rs. 18-0-0	Rs. 17-12-0 Rs. 18-4-0
Japan ... ... „ ...	....	....
Bengal ... ... „ ...	Rs. 14-0-0 Rs. 13-8-0	Rs. 14-8-0 13-8-0
Singarini Coal, (per ton) Rail Delivery...	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 18th February.	Week ending 25th February.
EXPORTS.		
COTTON— Market:	Very quiet.	Quiet.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 170 25th March	Rs. 169 25th March
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 169 25th March	Rs. 168 25th March
Barsee ... ... F.G....	„ 168 Ready	„ 165 Ready
Do. ... ... Good..	.....	.....
Oomrawuttee, Good Staple ... .. Fine...	.....	.....
„ „ ... ... F.G ..	Rs. 153 Ready	Rs. 152 Ready
„ „ ... .. Good..	.....	.....
Khandeish ... . Fine..	Rs. 147 Ready	Rs. 147 Ready
„ .. .. F.G,..	„ 142 „	„ 142 „
„ .. .. Good ..	.....	.....
Belatee ... . Fine..	Rs. 147 „	Rs. 147 „
„ .. .. F.G. ..	„ 142 „	„ 142 „
„ .. .. Good..	.....	.....
Dhollera .. .. Fine ..	Rs. 166 25th April	Rs. 165 25th April
„ ... . F.G. ..	„ 156 „ „	„ 155 „ „
„ ... ... Good ..	„ 154 „ May	„ 154 „ May
Bengals ... . Fine ..	„ 148 Ready	„ 148 Ready
„ .. .. F.G. ..	„ 137 „	„ 137 „
„ .. .. Good ..	.....	„ 131 „
Dharwar (S.G.) .. .. Good..	Rs. 166 25th May	„ 166 25th May
Westerns .. .. Good..	„ 156 „	„ 155 „ „
Gingelly-seed, White ... ... (per cwt.) ..	„ 7-8-0 Ready	„ 7-7-0 Ready
„ Mixed . „ ...	„ 6-14-0 „	„ 6-15-0 „
Linseed, Bold „ ...	„ 6-2-6 „	„ 6-2-6 „
„ Small Seed „ ...	.....	.....
Rape-seed, Guzerat Yellow „ ...	Rs. 6-12-0 Ready	Rs. 6-10-0 Ready
„ Brown Delhi „ ...	„ 6-0-0 „	„ 5-12-0 „
„ Yellow Cawnpore „ ...	„ 6-5-0 „	„ 6-4-0 Forward
Poppy-seed „ ...	„ 6-12-0 „	„ 6-11-6 Ready
Groundnuts „ ...	„ 7-0-0 Forward	.....
Castor-seed, Bold Cawnpore „ ..	.....	.....
„ Ordinary Quality F. A. „ ..	Rs. 6-10-0 Ready	Rs. 6-7-0 Ready
Wheat, White Pessy „ {	„ 5-8-9 Forward 91 % {	„ 5-8-6 Forward 91 %
„ Jabalpur Pessy „ ..	„ 5-6-6 „ 85 % {	„ 5-6-6 „ 85 %
„ Ahmedabad (Soft Red) „ ..	„ 5-2-0 „	„ 5-1-0 „
„ Hard Yellow „ {	„ 5-6-0 „	„ 5-6-6 „
	..... 75 % {	..... 75 %
	Rs. 5-12-0 Forward 63 % {	..... 63 %
	..... 50 % {	..... 50 %
„ Delhi No. 1, White Pessy „ ...	Rs. 5-1-6 Forward	Rs. 5-0-9 Forward
„ „ Red „ ...	„ 4-12-0 „	„ 4-12-0 „
„ Hard Red Khatha (75%) „ ...	„ 5-7-6 „	„ 5-8-6 „
„ Nagpore Khathi „ ...	„ 5-4-6 „	„ 5-3-6 „
Opium, (Malwa) per chest, Old „ ...	„ 1,220	„ 1,220
„ „ „ New „ ...	„ 1,130	„ 1,130
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.) via Suez Canal.	£0 16s. 0d.	£0 17s. 0d.
„ Seeds and Wheat „ ..	£0 15s. 0d.	£0 15s. 6d.
London—Measurement cargo, P. & O. Co. „ ...	£1 5s. 0d.	£1 5s. 0d.
„ Seeds and Wheat „ „ ...	£0 16s. 0d.	£0 16s. 0d.
„ Measurement cargo „ ..	....	.....
„ Seeds and Wheat „ ...	.....	....
Havre—Measurement cargo „ ..	£0 16s. 0d.	£0 16s. 0d.
„ Seeds and Wheat „ ..	£0 16s. 0d.	£0 15s. 6d.
Antwerp—Measurement cargo „ ...	£0 14s. 0d.	£0 14s. 6d.
„ Seeds and Wheat „ ...	£0 13s. 6d.	£0 14s. 0d.
Hull—Measurement cargo „ ..	£0 16s. 0d.	£0 17s. 0d.
Dunkirk „ ...	£0 15s. 6d.	£0 14s. 6d.
Trieste and Venice—Measurement cargo „ ...	£0 17s. 6d.	£0 17s. 0d.
„ „ Seeds and Wheat „ ...	£0 16s. 6d.	£0 16s. 6d.
Marseilles—Measurement cargo „ ...	£0 14s. 0d.	£0 14s. 6d.
„ Seeds and Wheat „ ...	£0 14s. 0d.	£0 14s. 6d.
Genoa—Measurement cargo „ ...	£0 16s. 0d.	£0 15s. 6d.
„ Seeds and Wheat „ ...	£0 15s. 0d.	£0 15s. 6d.
Hamburg—Measurement cargo ... „ ..	£0 16s. 6d.	£0 17s. 0d.
„ Seeds and Wheat	£0 16s. 0d.	£0 15s. 6d.
China Steamer (P. & O.)...	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do, do.	„ 17	„ 17
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 4th March.	Week ending 11th March.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer	1s. 4d.	1s. 4 1/32d.
„ „ Sight	1s. 4 1/32d.	1s. 4 1/32d.
„ „ 3 m'ths'	1s. 4 3/32d.	1s. 4 3/32d.
„ „ 4 „	1s. 4⅛d.	1s. 4 1/8d.
„ „ 6 „	1s. 4 5/32d.	1s. 4 5/32d.
First-class Credits ... 3 „	1s. 4 7/32d.	1s. 4 7/32d.
„ „ 4 „	.....	.....
„ „ 6 „	1s. 4 5/16d.	1s. 4 5/16d.
Documents... ... 3 „	1s. 4¼d.	1s. 4¼d.
„ 4 „	.....	.....
„ 6 „	1s. 4 11/32d.	1s. 4 11/32d.
Paris Francs Mercantile Bills ... 3 „	1·71	1·71
„ ... 6 „	.....	.....
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 134½ per 100$; Shanghai, Rs. 178½ per 100 Taels; Japan, Rs. 148 per 100 $.	Hongkong, Rs. 135 per 100 $; Shanghai, Rs. 177½ per 100 Taels; Japan, Rs. 146½ per 100 $.
English Bar Gold, 100 touch (per tola)	Rs. 24-2-0	Rs. 24-0-6
Sovereigns	„ 15-2-0	„ 15-2-0
Bar Silver	„ 71-12-0 Ready; „ 72-12-0 Forward	„ 70-10-0 Ready; „ 71-10-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills, 60 days' Sight	15 per cent.	15 per cent.
„ of Interest on Demand Loans on Govt. Securities.	13 „ „	13 „ „
Rate of Interest in the open Market on Government Paper...	12 „ „	12 „ „
Money Market	Most stringent.	Most stringent.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 95-10-0	Rs. 95-8-0
Three per cents.	„ 88-0-0	„ 87-0-0
IMPORTS.		
Piece Goods— Market :	Little or no demand.	Market closed; all quotations nominal.
7 lbs. 33 in. 37½ yds. Grey Shrtgs. (per piece.)	Rs. 2-14-6	Rs. 2-14-6
8 lbs. 38 „ 37½-38 „ „ „	„ 3-5-0	„ 3-5-0
2½ to 3 lbs. 28-29 inch 24 yards Madapollams, (per piece) ...	„ 1-2-0	„ 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 6⅞ to 7⅛	As. 6 7/8 to 7 3/8
No. 30s Water „ „ ...	„ 6⅛ to 7¼	„ 6¼ to 7¼
Copper Braziers, (in bundles) (per cwt)	Rs. 45-8-0	„ 45-8-0
Yellow Metal, „ „ ...	„ 37-8-0	„ 37-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 33-0-0	„ 33-0-0
Staffordshire Bar Iron, „ „	„ 34-0-0	„ 34-0-0
Swedish Bar Iron, „ „	„ 54-0-0	„ 54-0-0
Davison's West Hartley Coal, (per ton) alongside....	Ready Rs. 15-12-0 / Forward Rs. 15-8-0	Ready Rs. 15-12-0 / Forward Rs. 15-8-0
Welsh Hartley Coal, (per ton) „	..... /	..... / .....
Cardiff Coal, „ „	Rs. 17-8-0 /	Rs. 17-8-0 / .....
Japan	..... /	..... / .....
Bengal	Rs. 14-8-0 / Rs. 14-0-0	Rs. 14-8-0 / Rs. 14-0-0
Singarini Coal, (per ton) Rail Delivery	..... /	..... / .....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 4th March.	Week ending 11th March.
EXPORTS.		
Cotton— Market :	Quiet, but steady.	Quiet.
(Full-pressed ; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 171 Ready	Rs. 168 Ready
Do. ... ... F.G....	.....	.....
Do. ... ... Good...	Rs. 171 25th March.	Rs. 168 Ready
Barsee ... ... F.G....	„ 169 Ready.	„ 170 „
Do. ... ... Good...	.....	.....
Oomrawuttee, Good Staple ... .. Fine..	.....	Rs. 166 Ready
„ „ ... .. F.G....	Rs. 154 Ready	„ 156 „
„ „ .. .. Good...	.....	.....
Khandeish .. .. Fine...	Rs. 149 Ready	Rs. 150 Ready
„ ... . F.G....	„ 145 „	„ 144 „
„ .. .. Good..	.....	.....
Belatee .. .. Fine...	Rs. 149 Ready	Rs. 149 Ready
„ .. .. F.G....	„ 144 „	„ 144 „
„ .. .. Good..	.....	.....
Dhollera ... . Fine...	Rs. 168 25th April	Rs. 168 Ready
„ ... . F.G....	„ 160 „	„ 158 „
„ ... ... Good...	„ 157 15th to 25th May	„ 155 „
Bengals .. .. Fine...	„ 149 Ready	„ 148 „
„ ... . F.G....	„ 139 „	„ 138 „
„ .. .. Good...	„ 133 „	„ 133 „
Dharwar (S.G.) .. .. .. Good..	„ 167 25th May	„ 167 25th May
Westerns, ... Good..	„ 156 „ „	„ 157 „ „
Gingelly-seed, White (per cwt)...	Rs. 7-2-6 Ready	Rs. 7-3-0 Ready
„ Mixed „ ..	„ 6-13-0 „	„ 7-0-0 „
Linseed, Bold „ ..	„ 5-14-0 „	„ 5-12-6 „
„ Small Seed „ ...	„ 5-13-0 „	„ 5-10-0 „
Rape-seed, Guzerat Yellow „ ...	„ 6-8-0 Forward	„ 6-8-0 Forward
„ Brown Delhi „ ...	„ 5-14-0 „	„ 5-14-0 „
„ Yellow Cawnpore „ ..	„ 6-4-0 „	„ 6-0-0 „
Poppy-seed „ ..	„ 6-11-0 Ready	„ 6-9-0 Ready
Groundnuts „ ...	„ 7-8-0 „	„ 6-12-0 „
Castor-seed, Bold Cawnpore „ ...	.....	.....
„ Ordinary Quality, F.A. „ ...	Rs. 6-1-0 Ready	Rs. 5-14-0 Ready
Wheat, White Pessy „	„ 5-7-0 Forward 91 %	„ 5-5-0 „ 91 %
	„ 5-5-0 „ 85 %	„ 5-4-0 „ 85 %
„ Jabalpur Pessy „ ...	„ 5-0-0 „ ...	„ 5-0-0 „ ...
„ Ahmedabad (Soft Red) „ ...	„ 5-4-0 „ ...	„ 5-3-0 „ ...
„ Hard Yellow „	„ 5-11-0 „ 75 %	„ 5-11-0 „ 75 %
	„ 5-9-0 „ 63 %	„ 5-9-0 „ 63 %
	„ 5-7-0 „ 50 %	„ 5-7-0 „ 50 %
„ Delhi No. 1, White Pessy „ ...	„ 5-0-0 „	„ 4-15-0 „
„ „ Red „ ...	„ 4-11-0 „	„ 4-10-0 „
„ Hard Red Khatha (75 %) „ ...	„ 5-7-0 „	„ 5-7-6 „
„ Nagpore Khathi „ ..	„ 5-2-0 „	„ 5-0-6 „
Opium, (Malwa) per chest, Old	Rs. 1,200	Rs. 1,210
„ „ „ New	„ 1,100	„ 1,110
FREIGHTS.	(Ready.)	(Ready.)
Liverpool—Cotton, (per ton of 10 feet) via Suez Canal	£0 17s. 0d.	£0 17s. 0d.
„ Seeds and Wheat „ ...	£0 15s. 6d.	£0 17s. 0d.
London—Measurement cargo, P. & O. Co.,...	£1 10s. 0d.	£1 7s. 6d.
„ Seeds and Wheat do. „ ..	£0 17s. 0d.	£0 17s. 0d.
„ Measurement cargo „ ...	.....	£0 17s. 6d.
„ Seeds and Wheat „ .	.....	£0 17s. 0d.
Havre—Measurement cargo „ ...	£0 16s. 6d.	£0 17s. 6d.
„ Seeds and Wheat „ ..	£0 16s. 6d.	£0 16s. 6d.
Antwerp—Measurement cargo „ ..	£0 16s. 0d.	£0 16s. 6d.
„ Seeds and Wheat „ ..	£0 16s. 0d.	£0 16s. 6d.
Hull—Measurement cargo „ ...	£0 17s. 0d.	£0 17s. 0d.
Dunkirk „ ..	£0 16s. 6d.	£0 15s. 0d.
Trieste & Venice—Measurement cargo „ ..	£0 19s. 0d.	£0 18s. 0d.
„ „ Seeds and Wheat „ ..	£0 19s. 0d.	£0 18s. 0d.
Marseilles—Measurement cargo „ ...	£0 15s. 6d.	£0 17s. 0d.
„ Seeds and Wheat „ ..	£0 15s. 6d.	£0 16s. 6d.
Genoa—Measurement cargo „ ...	£0 16s. 6d.	£0 17s. 6d.
„ Seeds and Wheat „ ...	£0 16s. 6d.	£0 17s. 0d.
Hamburg—Measurement cargo „ ..	£0 17s. 0d.	£0 18s. 0d.
„ Seeds and Wheat	£0 17s. 0d.	£0 17s. 6d.
China Steamer (P. & O.)..	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do. do.	„ 17	„ 17
Australia .. .. „ ...	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 18th March.	Week ending 25th March.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer	1s. 3 27/32d.	1s. 3 23/32d.
" " Sight	1s. 3 27/32d.	1s. 3 23/32d.
" " 3 m'ths' "	1s. 3 29/32d.	1s. 3 25/32d.
" " 4 " "	1s. 3 15/16d.	1s. 3 13/16d.
" " 6 " "	1s. 3 31/32d.	1s. 3 27/32d.
First-class Credits 3 " "	1s. 4 1/32d.	1s. 3 29/32d.
" " 4 " "	.....	.....
" " 6 " "	1s. 4 5/32d.	1s. 4d.
Documents... " 3 " "	1s. 4 1/16d.	1s. 3 15/16d.
" " 4 " "	.....	.....
" " 6 " "	1s. 4 3/16d.	1s. 4 1/32d.
Paris Francs Mer'tile Bills 3 " "	1·69	1·67¾
" " 6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 136½ per 100 $; Shanghai, Rs. 180 per 100 Taels; Japan, Rs. 147½ per 100 $.	Hongkong, Rs. 138½ per 100 $; Shanghai, Rs. 182½ per 100 Taels; Japan, Rs. 149 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-4-0	Rs. 24-8-6
Sovereigns	" 15-3-0	" 15-4-6
Bar Silver	Rs. 71-0-0 Ready; " 71-6-0 Forward.	Rs. 71-8-0 Ready; " 72-0-0 Forward
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills, 60 days' Sight...	15 per cent.	15 per cent.
" of Interest on Demand Loans on Govt. Securities	13 " "	13 "
Rate of Interest in the open Market on Government Paper ...	12 " "	12 "
Money Market	Money very scarce.	Money very scarce.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 96-2-0	Rs. 95-8-0
Three per cents.	" 88-0-0 Nominal	" 87-0-0 Nominal.
IMPORTS.		
Piece Goods— Market:	Very quiet, but steady.	Little doing, but quite steady.
7 lbs. 33 in. 37½ yards. Grey shirtings (per piece)	Rs. 2-14-6	Rs. 2-14-6
8 lbs. 38 in. 37½-38 yds. " "	" 3-5-0	" 3-5-0
2½ to 3lbs. 28-29 in. 24 yds. M'pollams. "	" 1-2-0	" 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 6⅞ to 7⅜	As. 6⅞ to 7⅜
No. 30s Water " " ...	" 6¾ to 7¼	" 6¾ to 7¼
Copper Braziers (in bundles) (per cwt.)	Rs. 45-8-0	Rs. 46-0-0
Yellow Metal, " " ...	" 37-8-0	" 38-0-0
Welsh Bar Iron, (per candy of 746½ lbs.).	Rs. 33-0-0	" 33-0-0
Staffordshire Bar Iron, " " ...	" 34-0-0	" 34-0-0
Swedish Bar Iron, " " ...	" 54-0-0	" 56-0-0
Davison's West Hartley Coal (per ton) alongside.	Ready Rs. 15-12-0 / Forward Rs. 16-0-0	Ready. Rs. 15-12-0 / Forward. Rs. 16-4-0
Welsh Hartley Coal, (per ton) "	....	....
Cardiff Coal, " "	Rs. 17-4-0 Rs. 17-8-0	Rs. 17-8-0 Rs. 17-8-0
Japan	....	....
Bengal	Rs. 14-8-0 " 14-4-0	Rs. 14-4-0 Rs. 14-0-0
Singarini Coal, (per ton) Rail Delivery	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 18th March.	Week ending 25th March.
EXPORTS.		
COTTON— Market	Steady.	Quiet.
(Full-pressed ; per candy 784lbs.)		
Broach ... ... Fine	Rs. 165 Ready	Rs. 165 Ready
Do. ... ... F.G.	.....	.....
Do. ... ... Good	Rs. 164 Ready	Rs. 164 Ready
Barsee ... ... F.G.	„ 168 „	„ 165 „
Do. ... ... Good	.....	.....
Oomrawuttee, Good Staple ... ... Fine	Rs. 162 Ready	Rs. 161 Ready
„ „ ... ... F.G.	„ 152 „	„ 151 „
„ „ ... ... Good	.....	.....
Khandeish .. .. Fine	Rs. 148 Ready	Rs. 153 Ready
„ ... . F.G.	„ 143 „	„ 145 „
„ ... . Good	.....	.....
Belatee .. .. Fine	Rs. 148 Ready	Rs. 152 Ready
„ ... . F.G.	„ 143 „	„ 144 „
„ ... . Good	.....	.....
Dhollera .. .. Fine	Rs. 164 1st to 25th April	Rs. 164 April
„ ... ... F.G.	„ 155 „ „	„ 154 „
„ .. .. Good	„ 154 „ May	„ 153 May
Bengals .. .. Fine	„ 146 Ready	„ 147 Ready
„ ... . F.G.	„ 137 „	„ 138 „
„ ... ... Good	.....	„ 132 „
Dharwar (S.G.) .. .. Good	Rs. 166 25th May	„ 165 May
Westerns „ ... ... Good	„ 154 „	„ 155 „
Gingelly-seed, White (per cwt)	„ 7-3-6 Ready	„ 7-7-0 Ready
„ Mixed „ ...	„ 6-12-0 „	„ 6-13-6 „
Linseed, Bold „ ...	„ 5-12-6 „	„ 6-0-0 „
„ Small Seed „ ..	.....	„ 5-15-0
Rape-seed, Guzerat Yellow „ ...	Rs. 6-6-0 Forward	„ 6-7-0 Forward
„ Brown Delhi „ ...	„ 5-10-0 „	„ 5-15-0 „
„ Yellow Cawnpore „ ..	„ 6-1-0 „	„ 6-1-0 „
Poppy-seed „ ...	„ 6-8-0 Ready	„ 6-10-0 „
Groundnuts „ ...	„ 7-1-0 „	„ 7-8-0 „
Castor-seed, Bold, Cawnpore „ ...	.....	.....
„ Ordinary Quality, F.A „ ..	Rs. 5-13-0 Ready	„ 6-0-0 Ready
Wheat, White Pessy „	„ 5-4-6 Forward 91 %	Rs. 5-8-0 Forward 91 %
	„ 5-3-6 „ 85 %	„ 5-7-0 „ 85 %
„ Jabalpur Pessy „ ...	„ 5-0-0 „	„ 5-0-0 „
„ Ahmedabad (Soft Red) „ ...	„ 5-1-0 „	„ 5-5-0 „
	„ 5-10-0 „ 75 %	„ 5-13-0 „ 75 %
„ Hard Yellow „	„ 5-8-0 „ 63 %	„ 5-11-0 „ 63 %
	„ 5-6-0 „ 50 %	„ 5-9-0 „ 50 %
„ Delhi No. 1, White Pessy „ ...	„ 4-14-3 „	„ 4-14-9 „
„ „ Red „ ...	„ 4-8-0 „	„ 4-11-6 „
„ Hard Red Khatha, (75 %) „ ...	„ 5-7-6 „	„ 5-11-6 „
„ Naxpore Khathi „ ...	„ 5-1-0 „	„ 5-3-0 „
Opium, (Malwa) per chest, Old	„ 1,200	Rs. 1,200
„ „ „ New	„ 1,100	„ 1,110
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton (per ton of 40 ft.,) via Suez Canal.	£0 17s. 6d.	£0 17s. 6d.
„ Seeds and Wheat „ ...	£0 17s. 0d.	£0 17s. 0d.
London—Measurement cargo, P. & O. Co. „ ...	£1 7s. 6d.	£1 7s. 6d.
„ Seeds and Wheat do. „ ...	£0 17s. 6d.	£0 17s. 6d.
„ Measurement cargo „ ...	.....	.....
„ Seeds and Wheat „ ...	..	.....
Havre—Measurement cargo „ ...	£0 17s. 0d.	£0 18s. 0d.
„ Seeds and Wheat „ ...	£0 16s. 6d.	£0 17s. 6d.
Antwerp—Measurement cargo „ ..	£0 17s. 0d.	£0 18s. 6d.
„ Seeds and Wheat „ ...	£0 16s. 6d.	£0 18s. 0d.
Hull—Measurement cargo „ ...	£0 17s. 0d.	£0 18s. 0d.
Dunkirk „ ...	£0 15s. 6d.	£0 17s. 6d.
Trieste and Venice—Measurement cargo „ ...	£0 17s. 6d.	£0 19s. 0d.
„ Seeds and Wheat „ ...	£0 17s. 6d.	£0 18s. 0d.
Marseilles—Measurement cargo „ ...	£0 16s. 3d.	£0 17s. 6d.
„ Seeds and Wheat „ ...	£0 16s. 3d.	£0 17s. 0d.
Genoa—Measurement cargo „ ..	£0 17s. 0d.	£0 19s. 0d.
„ Seeds and Wheat „ ...	£0 17s. 0d.	£0 18s. 0d.
Hamburg—Measurement cargo ... „ ...	£0 17s. 6d.	£0 19s. 0d.
„ Seeds and Wheat	£0 17s. 6d.	£0 18s. 6d.
China Steamer (P. & O.)	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do. do.	„ 17	„ 17
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 1st April.		Week ending 7th April.	
EXCHANGE.				
On England, Bank Bills, Tel. Transfer	1s. 3 3/4d.		1s. 3 29/32d.	
" " Sight	1s. 3 25/32d.		1s. 3 29/32d.	
" " 3 m'ths' "	1s. 3 27/32d.		1s. 3 31/32d.	
" " 4 " "	1s. 3 1/8d.		1s. 4d.	
" " 6 " "	1s. 3 15/16		1s. 4 1/16d.	
First-class Credits ...3 " "	1s. 3 31/32d.		1s. 4 3/32d.	
" " 4 " "	.....		.....	
" " 6 " "	1s. 4 1/16d.		1s. 4 3/16d.	
Documents 3 " "	1s. 4d.		1s. 4 1/8d.	
" " 4 " "	.....		.....	
" " 6 " "	1s. 4 3/32d.		1s. 4 7/32d.	
Paris Francs Mercantile Bills...3 " "	1·68 1/4		1·69 3/4	
" " ...6 " "	.....		.....	
On Calcutta Bank Telegraphic Transfer	100 3/32		100 1/16	
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 137 1/4 per 100 $; Shanghai, Rs. 182 per 100 Taels; Japan, Rs. 148 1/2 per 100 $.		Hongkong, Rs. 137 per 100 $; Shanghai, Rs. 182 per 100 Taels; Japan, Rs. 147 1/4 per 100 $.	
English Bar Gold, 100 touch (per tola)	Rs. 24-8-0		Rs. 24-7-6	
Sovereigns	" 15-5-0		" 15-4-0	
Bar Silver	Rs. 70-14-0 rdy; Rs. 71-4-0 fwd.		Rs. 70-13-0 Ready; " 71-2-0 Forward.	
RATES OF DISCOUNT.				
Bank Rate of Disct. on Private Bills, 60 day's Sight	15 per cent.		15 per cent.	
" of Interest on Demand Loans on Govt. Securities	13 "		13 "	
Rate of Interest in the open Market on Government Paper...	12 "		12 "	
Money Market	Very great stringency.		Very stringent.	
GOVERNMENT SECURITIES.				
Three-and-a-half per cents. ...	Rs. 94-13-0		Rs. 94-8-0	
Three per cents.	" 86-0-0 Nominal.		" 86-0-0 Nominal.	
IMPORTS.				
Piece Goods— Market :	Quiet, but steady.		Quiet and unchanged.	
7 lbs. 33 in. 37 1/4 yds. Grey Shrtgs., (per piece.)	Rs. 2-14-6		Rs. 2-14-6	
8 lbs. 38 in. 37 1/2-38 " " "	" 3-5-0		" 3-5-0	
2 1/2 to 3 lbs. 28-29 in. 24 yds. Madapollams "	" 1-2-0		" 1-2-0	
No. 40s Mule Twist, (per lb.) ...	As. 6 3/4 to 7 1/4		As. 6 3/4 to 7 1/4	
No. 30s Water " " ...	" 6 3/8 to 7 1/8		" 6 3/8 to 7 1/8	
Copper Braziers, (in bundles) (per cwt)	Rs. 46-0-0		Rs. 47-0-0	
Yellow Metal, (") " ...	" 38-0-0		" 39-0-0	
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	" 33-0-0		" 33-0-0	
Staffordshire Bar Iron, " "	" 34-0-0		" 34-0-0	
Swedish Bar Iron, " "	" 56-0-0		" 56-0-0	
Davison's West Hartley Coal (per ton) alongside.	Ready. Rs. 15-12-0	Forward. Rs. 16-4-0	Ready. Rs. 16-4-0	Forward. Rs. 16-4-0
Welsh Hartley Coal, (per ton) "	.....	.....	.....	.....
Cardiff Coal, " "	Rs. 17-8-0	Rs. 17-8-0	Rs. 18-0-0	Rs. 17-12-0
Japan	.....	.....	.....	.....
Bengal	Rs. 14-4-0	Rs. 14-0-0	Rs. 14-4-0	Rs. 13-4-0
Singarini Coal, (per ton) Rail Delivery	.....	.....	.....	.....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 1st April.	Week ending 7th April.
EXPORTS.		
COTTON— Market:	Quiet.	Steady.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 165 Ready	Rs. 165 Ready
,, ... F.G....	.....	.....
,, ... Good...	Rs. 164 Ready	Rs. 164 Ready
Barsee ... ... F.G....	,, 162 ,,	,, 163 ,,
,, ... Good...	.....	.....
Oomrawuttee, Good Staple .. ... Fine ..	Rs. 158 Ready	.....
,, ,, ... F.G. ...	,, 151 ,,	.....
,, ,, ... Good ...	.....	.....
Khandeish ... ... Fine ...	Rs. 151 Ready	Rs. 151 Ready
,, ... F.G. ...	,, 144 ,,	,, 145 ,,
,, ... Good...	.....	.....
Belatee ... ... Fine ...	Rs. 149 Ready	Rs. 148 Ready
,, ... F.G. ...	,, 143 ,,	,, 143 ,,
,, ... Good ...	.....	.....
Dhollera ... ... Fine ...	Rs. 161 25th April	Rs. 161 Ready
,, ... F.G. ...	,, 152 ,, ,,	,, 153 ,,
,, ... Good ...	,, 150 ,, May	,, 151 25th May
Bengals ... ... Fine ...	,, 147 Ready	,, 147 Ready
,, ... F.G. ..	,, 138 ,,	,, 139 ,,
,, ... Good ...	,, 133 ,,	,, 134 ,,
Dharwar (S.G.) .. .. Good...	,, 162 May	,, 162 25th May
Westerns ... . Good ..	,, 152 ,,	,, 152 ,,
Gingelly-seed, White (per cwt.)...	,, 7-4-6 Ready	,, 7-4-0 Ready
,, Mixed ,, ..	,, 6-12-6 ,,	,, 6-12-0 ,,
Linseed, Bold ,, ..	,, 5-15-0 ,,	,, 5-12-0 ,,
,, Small Seed ,, ...	,, 5-14-0 ,,	,, 5-10-0 ,,
Rape-seed, Guzerat Yellow ,, ...	,, 6-10-0 ,,	,, 6-10-0 ,,
,, Brown Delhi ,, ...	,, 5-13-0 ,,	,, 5-9-6 ,,
,, Yellow Cawnpore ,, ..	,, 6-3-0 ,,	,, 6 2-0 ,,
Poppy-seed ,, ..	,, 6-9-0 Forward	,, 6-10-0 ,,
Groundnuts ,, ...	.....	,, 7-8-0 ,,
Castor-seed, Bold, Cawnpore ,, ...	.....	.....
,, Ordinary Quality, F. A. ,, ...	Rs. 6-0-6 Ready	Rs. 6-1-0 Ready
Wheat, White Pessy ,, ...	Rs. 5-9-0 ,, 91 % / ,, 5-7-6 ,, 85 %	,, 5 9-0 ,, 91 % / ,, 5-8-0 ,, 85 %
,, Jabalpur Pessy ,, ..	,, 5-2-0 Ready	Rs. 5-2-0 ,,
,, Ahmedabad (Soft Red) ,, ...	,, 5-6-0 ,,	,, 5-6-6 ,,
,, Hard Yellow ,, ..	,, 5-11 0 ,, 75 % / ,, 5-9-0 ,, 63 % / ,, 5-6-0 ,, 50 %	Rs. 5-10-0 ,, 75 % / ,, 5-9-0 ,, 63 % / ,, 5-8-0 ,, 50 %
,, Delhi No. 1, White Pessy ,, ..	Rs. 5-0-0 Ready	Rs. 5-0-6 ,,
,, ,, Red ,, ..	,, 4-13-0 ,,	,, 4-13-0 ,,
,, Hard Red Khatha (75 %) ,, ...	,, 5-9-0 ,,	,, 5-8-6 ,,
,, Nagpore Khathi ,, ..	,, 5-3-0 ,,	,, 5-4-0 ,,
Opium, (Malwa) per chest, Old	,, 1,210	,, 1,220
,, ,, ,, New	,, 1,120	,, 1,125
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 17s. 6d.	£0 18s. 0d.
,, Seeds and Wheat ,, ..	£0 17s. 6d.	£0 18s. 0d.
London—Measurement cargo, P.&O.Co. ,, ..	£1 7s. 6d.	£1 7s. 6d.
,, Seeds and Wheat do. ,, ...	£0 17s. 6d.	£0 17s. 6d.
,, Measurement cargo ,, ...	.....	.....
,, Seeds and Wheat ,, ..	.....	.....
Havre—Measurement cargo ,, ..	£0 18s. 0d.	£0 19s. 0d.
,, Seeds and Wheat ,, ..	£0 18s. 0d.	£0 19s. 0d.
Antwerp—Measurement cargo ,, ...	£0 17s. 6d.	£0 19s. 0d.
Seeds and Wheat ,, ..	£0 17s. 0d.	£0 19s. 0d.
Hull—Measurement Cargo ,, ...	£0 18s. 0d.	£0 19s. 0d.
Dunkirk ,, ..	£0 17s. 6d.	£0 19s. 0d.
Trieste & Venice—Measurement cargo ,, ...	£0 18s. 6d.	£0 18s. 0d.
,, ,, Seeds and Wheat ,, ..	£0 17s. 6d.	£0 18s. 0d.
Marseilles—Measurement cargo ,, ...	£0 18s. 0d.	£0 19s. 6d.
,, Seeds and Wheat ,, ...	£0 18s. 0d.	£0 19s. 6d.
Genoa—Measurement cargo ,, ...	£0 17s. 6d.	£1 0s. 0d.
,, Seeds and Wheat ,, ...	£0 17s. 6d.	£1 0s. 0d.
Hamburg—Measurement cargo ,, ...	£0 19s. 0d.	£1 0s. 0d.
,, Seeds and Wheat	£0 18s. 6d.	£1 0s. 0d.
China Steamer (P. & O.)	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do. do.	,, 17	,, 17
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 15th April.	Week ending 22nd April.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer	1s. 3 31/32d.	1s. 4 1/16d.
" " Sight	1s. 4d.	1s. 4 3/32d.
" " 3 m'ths' "	1s. 4 3/32d.	1s. 4 7/32d.
" " 4 " "	1s. 4 1/8d.	1s. 4 1/4d.
" " 6 " "	1s. 4 3/16d.	1s. 4 5/16d.
First-class Credits... 3 " "	1s. 4 1/4d.	1s. 4 3/8d.
" " 4 " "	.....	.....
" " 6 " "	1s. 4 3/8d.	1s. 4 15/32d.
Documents ... ... 3 " "	1s. 4 9/32d.	1s. 4 13/32d.
" " 4 " "	.....	.....
" 6 " "	.....	1s. 4 1/2d.
Paris Francs Mercantile Bills... 3 " "	1·71¾	1·72½
" 6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer	100 1-16	100 1-32
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 136½ per 100 $; Shanghai, Rs. 181 per 100 Taels; Japan, Rs. 147 per 100 $.	Hongkong, Rs. 135 per 100$ Shanghai, Rs. 180 per 100 Taels; Japan, Rs. 145½ per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-5-0 Ready; „ 24-6-0 Forward.	Rs. 24-2-6 Ready
Sovereigns...	„ 15-3-0	„ 15-1-0
Bar Silver	Rs. 70-10-0 Ready; „ 71-0-0 Forward.	„ 69-10-0 Ready; „ 69-12-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills, 60 days' Sight	15 per cent.	16 per cent.
„ of Interest on Demand Loans on Govt. Securities.	13 „ „	13 „ „
Rate of Interest in the open Market on Government Paper.	12 „ „	15 „ „
Money Market	Money intensely scarce.	Great tension.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 93-8-0	Rs. 92-10-0 Nominal.
Three per cents.	„ 85-0-0 Nominal.	„ 85-0-0
IMPORTS.		
Piece Goods— Market;	Moderate demand.	Fair demand.
7 lbs. 33 in. 37½ yds. Grey Shrtgs. (per piece)	Rs. 2-14-6	Rs. 2-14-6
8lbs. 38 in. 37½-38 yds. „ „	„ 3-5-0	„ 3-5-0
2½ to 3lbs. 28-29 in. 24 yds. Madapollams „	„ 1-2-0	„ 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 6¾ to 7¼	As. 6¾ to 7¼
No. 30s Water „ „ ...	„ 6⅞ to 7⅛	„ 6⅞ to 7⅛
Copper Braziers, (in bundles) (per cwt.)	Rs. 47-0-0	Rs. 47-0-0
Yellow Metal, „ „ ...	„ 38-8-0	„ 38-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 34-0-0	Rs. 34-0-0
Staffordshire Bar Iron, „ „	„ 34-0-0	„ 34-0-0
Swedish Bar Iron, „ „	„ 56-0-0	„ 56-8-0
Davison's West Hartley Coal, (per ton) alongside.	Ready. Forward.	Ready Forward
	Rs. 17-0-0 Rs. 16-8-0	..... Rs. 16-8-0
Welsh Hartely Coal (per ton) „	....	....
Cardiff Coal, „ „	Rs. 19-0-0 Rs. 18-8-0	Rs. 21-0-0 Rs. 19-0-0
Japan „ ... ... „ „	....	....
Bengal ... ... „ „	Rs. 14-8-0 Rs. 13-4-0	Rs. 14-8-0 Rs. 13-8-0
Singarini Coal (per ton) Rail. Dly.	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 15th April.	Week ending 22nd April.
EXPORTS.		
Cotton— Market	Quiet.	Steady.
(Full pressed ; per candy of 784 lbs.)		
Broach ... ... Fine	Rs. 161 Ready	Rs. 164 Ready
,, ... F.G.	.....	.....
,, ... Good	Rs. 160 Ready	.....
Barsee ... ... F.G.	,, 158 ,,	Rs. 163 Ready
,, ... Good	.....	.....
Oomrawuttee, Good Staple ... ... Fine	Rs. 158 Ready	.....
,, ,, ... F.G.	,, 151 ,,	.....
,, ,, ... Good	.....	.....
Khandeish ... . Fine	Rs. 149 Ready	Rs. 149 Ready
,, ... F.G.	,, 143 ,,	,, 143 ,,
,, ... Good	.....	.....
Belatee ... . Fine	Rs. 145 Ready	Rs. 146 Ready
,, ... F.G.	,, 140 ,,	,, 141 ,,
,, ... Good	.....	.....
Dhollera .. .. Fine	Rs. 158 Ready	Rs. 161 Ready
,, ... F.G.	,, 150 ,,	,, 154 ,,
,, ... Good	,, 147 25th May	,, 152 May
Bengals ... ... Fine	,, 143 Ready	,, 144 Ready
,, ... F.G.	,, 137 ,,	,, 138 ,,
,, ... Good	,, 132 ,,	,, 134 ,,
Dharwar (S.G.) .. .. Good	,, 159 25th May	,, 159 May
Westerns ... . Good	,, 148 ,,	,, 150 ,,
Gingelly-seed, White (per cwt.)	Rs. 7-3-0 Ready	Rs. 7-1-6 Ready
,, Mixed ,, ..	,, 6-10-0 ,,	,, 6-9-0 ,,
Linseed, Bold ,, ..	,, 5-10-0 ,,	,, 5-10-0 ,,
,, Small Seed ,, ..	,, 5-9-0 ,,	,, 5-9-0 ,,
Rape-seed, Guzerat Yellow ,, ..	,, 6-9-0 ,,	,, 6-6-0 ,,
,, Brown Delhi ,, ..	,, 5-8-0 ,,	,, 5-7-0 ,,
,, Yellow Cawnpore ,, ..	,, 6-0-0 ,,	,, 6-1-0 ,,
Poppy-seed ,, ..	,, 6-7-6 ,,	,, 6-6-0 ,,
Groundnuts ,, ..	.....	.....
Castor-seed, Bold, Cawnpore ,, ...	.....	.....
,, Ordinary Quality, F.A. ,, ...	Rs. 6-0-0 Ready	Rs. 6-2-9 Ready
Wheat, White Pessy ,,	,, 5-11-0 Forward 91 %	,, 6-0-0 Forward 91 %
	,, 5-9-0 ,, 85 %	,, 5-12-0 ,, 85 %
,, Jabalpur Pessy ,, ..	,, 5-1-0 ,,	,, 5-4-3 ,,
,, Ahmedabad (Soft Red) ,, ..	Rs. 5-5-0 ,,	,, 5-6-6 ,,
,, Hard Yellow ,,	,, 5-11-0 ,, 75 %	,, 5-10-0 ,, 75 %
	,, 5-9-0 ,, 63 %	,, 5-9-0 ,, 63 %
	,, 5-7-0 ,, 50 %	,, 5-8-0 ,, 50 %
,, Delhi No. 1, White Pessy ,, ..	5-0-6 ,,	,, 5-4-0 ,,
,, ,, Red ,, ...	,, 4-12-0 ,,	,, 4-14-0 ,,
,, Hard Red Khatha (75 %) ,, ..	,, 5-8-6 ,,	,, 5-7-0 ,,
,, Nagpore Khathi ,, ..	,, 5-4-0 ,,	,, 5-4-0 ,,
Opium (Malwa) per chest, Old	Rs. 1,220	Rs. 1,220
,, ,, ,, New	,, 1,130	,, 1,130
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£1 2s. 6d.	£1 5s. 0d.
,, Seeds and Wheat ,, ..	£1 2s. 6d.	£1 5s. 0d.
London—Measurement cargo P. & O. Co. ,, ...	£1 7s. 6d.	£1 7s. 6d.
,, Seeds and Wheat do. ,, ..	£0 19s. 0d.	£1 1s. 0d.
,, Measurement cargo ,, ..	.....	.....
,, Seeds and Wheat ,, ..	.....	.....
Havre—Measurement cargo ,, ..	£1 3s. 9d.	£1 5s. 0d.
,, Seeds and Wheat ,, ..	£1 3s. 0d.	£1 5s. 0d.
Antwerp—Measurement cargo ,, ..	£1 3s. 0d.	£1 5s. 0d.
,, Seeds and Wheat ,, ..	£1 3s. 0d.	£1 5s. 0d.
Hull—Measurement cargo ,, ..	£1 1s. 0d.	£1 5s. 0d.
Dunkirk ,, ..	£1 3s. 9d.	£1 5s. 0d.
Trieste & Venice—Measurement cargo. ,, ..	£1 2s. 0d.	£1 7s. 0d.
,, ,, Seeds and Wheat ,, ..	£1 2s. 0d.	£1 7s. 0d.
Marseilles—Measurement cargo ,, ..	£1 3s. 9d.	£1 5s. 0d.
,, Seeds and Wheat ,, ..	£1 3s, 9d.	£1 5s. 0d.
Genoa—Measurement cargo ,, ..	£1 3s. 9d.	£1 5s. 0d.
,, Seeds and Wheat ,, ..	£1 3s. 9d.	£1 5s. 0d.
Hamburg—Measurement cargo	£1 3s. 9d.	£1 6s. 0d.
,, Seeds and Wheat	£1 3s. 9d.	£1 6s. 0d.
China Steamer (P. & O.)	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do. do.	,, 17	,, 17
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 29th April.	Week ending 6th May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer.	1s. 3 29/32d.	1s. 3 29/32d.
" " Sight	1s. 3 29/32d.	1s. 3 29/32d.
" " 3 m'ths' "	1s. 4d.	1s. 4d.
" " 4 " "	1s. 4 1/32d.	1s. 4 1/16d.
" " 6 " "	1s. 4 5/32d.	1s. 4 3/32d.
First-class Credits 3 " "	1s. 4 5/32d.	1s. 4 3/32d.
" " 4 " "	.....	.....
" " 6 " "	1s. 4 9/32d.	1s. 4 3/32d.
Documents " 3 " "	1s. 4 3/16d.	1s. 4 5/32d.
" " 4 " "	.....	.....
" " 6 " "	1s. 4 5/16d.	1s. 4 9/32d.
Paris Francs Mercantile Bills ...3 " "	1·71.	1·69⅝
" " 6 " "	.....	.....
On Calcutta Bank Tel. Transfer..	100 1/32	100
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 137 per 100$; Shanghai, Rs. 180 per 100 Taels; Japan, Rs. 146 per 100 $.	Hongkong, Rs. 136½ per 100 $ Shanghai, Rs. 179 per 10 Taels; Japan, Rs. 14 per 100 $
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-7-6 Ready	Rs. 24-5-6 Ready
Sovereigns	" 15-2-6	" 15-3-6
Bar Silver	" 70-14-0 Ready; " 71-6-0 Forward.	" 70-4-0 Ready; " 70-8-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' sight...	15 per cent.	15 per cent.
" of Interest on Demand Loans on Govt. Securities.	13 " "	12 "
Rate of Interest in the open Market on Government Paper...	12 " "	9 "
Money Market	There is less strain in the market.	Less strain, but by no means easy.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 94-4-0	Rs. 94-10-0
Three per cents	" 87-0-0 Nominal.	" 88-0-0 Nominal.
IMPORTS.		
Piece Goods— Market:	Quiet; moderate enquiry	Quiet; but steady.
7 lbs. 33 in. 37½ yds. Grey Shrtgs. (per piece)	Rs. 2-14-6	Rs. 2-15-0
8 lbs. 38 in. 37½-38 yds. "	" 3-5-0	" 3-5-0
2½ to 3 lbs. 28-29 in. 24 yds. M'pollams. "	" 1-2-0	" 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 7 to 7¼	As. 7 to 7¼
No. 30s Water " " ...	" 6¾ to 7¼	" 6¾ to 7¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 47-0-0	Rs. 47-4-0
Yellow Metal, " "	" 38-8-0	" 38-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 33-8-0	Rs. 33-0-0
Staffordshire Bar Iron, " " ...	" 35-0-0	" 34-0-0
Swedish Bar Iron, " " ...	" 56-8-0	" 56-0-0
Davison's West Hartley Coal, (per ton) alongside.	Ready Forward. ..... Rs. 16-8-0	Ready Forward. ....
Welsh Hartley Coal, (per ton) "	....	....
Cardiff Coal, " "	Rs. 21-0-0 Rs. 20-0-0	Rs. 21-0-0 Rs. 20-0-0
Japan	....	" 16-0-0 .....
Bengal	Rs. 14-8-0 Rs. 14-0-0	" 16-0-0 Rs. 14-0-0
Singarini Coal, (per ton) Rail Delivery.	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 29th April.	Week ending 6th May.
EXPORTS.		
COTTON— Market:	Quiet, but steady.	Quiet, but steady.
(Full pressed ; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 164 Ready.	Rs. 167 Ready
" ... ... F.G....	.....	.....
" ... ... Good ..	Rs. 162 Ready.	Rs. 165 Ready
Barsee ... ... F.G....	" 160 "	" 161 "
" ... ... Good...	.....	.....
Oomrawuttee, Good Staple ... Fine ...	.....	Rs. 158 Ready
" " ... F.G. ...	Rs. 149 Ready.	" 150 "
" " ... Good ..	.....	.....
Khandeish ... . Fine ..	Rs. 146 Ready.	Rs. 148 Ready.
" ... . F.G ...	" 143 "	" 143 "
" ... ... Good ..	.....	.....
Belatee ... ... Fine ..	Rs. 147 Ready	Rs. 148 Ready
" ... ... F.G. ...	" 143 "	" 143 "
" .. .. Good ..	.....	.....
Dhollera ... ... Fine ...	Rs. 160 Ready	Rs. 160 Ready
" .. .. F.G. ...	" 150 "	" 150 "
" ... . Good ...	" 148 15th to 25th May	" 148 "
Bengals ... ... Fine ..	" 146 Ready	" 147 "
" ... ... F.G. ...	" 139 "	" 139 "
" ... . Good ..	" 134 "	.....
Dharwar (S.G.) ... . Good ...	" 160 "	Rs. 161 Ready
Westerns ... ... Good ..	" 154 "	.....
Gingelly-seed, White (per cwt.)	Rs. 7-8-0 Ready	Rs 7-6-0 Ready
" Mixed " ..	" 6-13-0 "	" 6-12-0 "
Linseed, Bold " ..	" 5-14-0 "	" 5-12-6 "
" Small Seed " ..	" 5-13-0 "	" 5-11-6 "
Rape-seed, Guzerat Yellow " ..	" 6-14-0 "	" 6-12-0 "
" Brown Delhi " ..	" 5-10-0 "	" 5-11-0 "
" Yellow Cawnpore " ..	" 6-4-0 "	" 6-5-0 "
Poppy-seed " ..	" 6-7-0 "	" 6-6-0 "
Groundnuts " ..	....	.....
Castor-seed, Bold. Cawnpore " ...	....	.....
" Ordinary Quality, F.A. " ...	Rs. 6-8-0 Ready	Rs. 6-12-0 Ready
Wheat, White Pessy "	" 6-4-0 Forward 91 %	" 6-12-0 Forward 91 %
	" 6-2-0 " 85 %	" 6-9-6 " 85 %
" Jabalpur Pessy " ...	" 5-14-0 "	" 5-15-0 "
" Ahmedabad, (Soft Red) " ..	" 5-12-0 "	" 6-5-0 "
	" 5-10-0 " 75 %	" 6-0-0 " 75 %
" Hard Yellow "	" 5-9-0 " 63 %	" 5-15-0 " 63 %
	" 5-8-0 " 50 %	" 5-14-0 " 50 %
" Delhi No. 1, White Pessy " ..	" 5-6-6 "	" 5-10-0 "
" " Red " ..	" 5-2-0 "	" 5-4-0 "
" Hard Red Khatha (75 %) " ..	" 5-8-6 "	" 5-15-0 "
" Nagpore Khathi " ..	" 5-8-0 "	" 6-2-6 "
Opium, (Malwa) per chest, Old	" 1,190	" 1,180 "
" " " New	" 1,160	" 1,100 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£1 6s. 3d.	£1 7s. 6d.
" Seeds and Wheat " ..	£1 6s. 3d.	£1 8s. 0d.
London—Measurement cargo, P. & O. Co. ...	£1 10s. 0d.	£1 10s. 0d.
" Seeds and Wheat do. " ..	£1 2s. 0d.	£1 4s. 0d.
" Measurement cargo " ..	....	....
" Seeds and Wheat " ..	.....	.....
Havre—Measurement cargo " ..	£1 6s. 3d.	£1 8s. 0d.
" Seeds and Wheat " ..	£1 6s. 3d.	£1 9s. 0d.
Antwerp—Measurement cargo " ..	£1 6s. 0d.	£1 8s. 0d.
" Seeds and Wheat " ..	£1 6s. 0d.	£1 8s. 0d.
Hull—Measurement cargo " ..	£1 7s. 0d.	£1 8s. 0d.
Dunkirk " ...	£1 6s. 3d.	£1 8s. 0d.
Trieste & Venice—Measurement cargo " ..	£1 12s. 6d.	....
" " Seeds and Wheat " ..	£1 12s. 6d.	....
Marseilles—Measurement cargo " ...	£1 6s. 3d.	£1 7s. 6d.
" Seeds and Wheat " ..	£1 6s. 3d.	£1 10s. 0d.
Genoa—Measurement cargo " ..	£1 6s. 3d.	£1 7s. 6d.
" Seeds and Wheat " ...	£1 6s. 3d.	£1 10s. 0d.
Hamburg—Measurement cargo " ...	£1 6s 3d.	£1 7s. 6d.
" Seeds and Wheat	£1 6s. 3d.	£1 7s. 6d.
China Steamer (P. & O.)	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan " (do.)	" 17	" 17
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 13th May.	Week ending 20th May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 1/32d.	1s. 4 1/16d.
„ „ Sight	1s. 4 1/16d.	1s. 4 1/16d.
„ „ 3 m'ths' „	1s. 4⅛d.	1s. 4⅛d.
„ „ 4 „ „	1s. 4 5/32d.	1s. 4 5/32d
„ „ 6 „ „	1s. 4 3/16d.	1s. 4 7/32d.
First-class Credits... 3 „ „	1s. 4 9/32d.	1s. 4 9/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1s. 4 13/32d.	1s. 4 7/16d.
Documents 3 „ „	1s. 4 5/16d.	1s. 4 5/16d.
„ 4 „ „	.....	.....
„ 6 „ „	1s. 4 7/16d.	1s. 4 15/32d.
Paris Francs Mercantile Bills... 3 „ „	1·71½	1·72
„ „ 6 „ „	.....	.....
On Calcutta Bank Telegraphic Transfer	100 1/32	100 1/32
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 136 per 100 $; Shanghai, Rs. 179 per 100 Taels; Japan, Rs. 146½ per 100 Yens.	Hongkong, Rs. 136 per 100 $; Shanghai, Rs. 179 per 100 Taels; Japan, Rs. 147 per 100 Yens.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-5-0 Ready	Rs. 24-5-6 Ready
Sovereigns	„ 15-2-6	„ 15-2-6
Bar Silver	„ 70-8-0 Ready „ 70-14-0 Forward	„ 70-6-0 Ready „ 70-12-0 Forward
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' Sight ...	15 per cent.	15 per cent.
„ of Interest on Demand Loans on Govt. Securities.	12 „	12 „
Rate of Interest in the open Market on Government Paper...	12 „	12 „
Money Market	Money again very scarce.	Money still exceedingly scarce.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 93-12-0	Rs. 93-13-0
Three per cents.	„ 87-0-0 Nominal.	„ 87-0-0 Nominal.
IMPORTS.		
Piece Goods— Market:	Steady; fair enquiry.	Steady; slightly less doing.
7 lbs. 33 in. 37½ yds. Grey Shrtgs. (per piece)	Rs. 2-15-0	Rs. 2-15-0
8 lbs. 38 in. 37½ 38 yds. „ „	„ 3-5-0	„ 3-5-0
2½ to 3lbs. 28-29 in. 24 yds. M'pollams „	„ 1-2-0	„ 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 7 to 7¼	As. 7 to 7¼
No. 30s Water „ „ ...	„ 6¼ to 7¼	„ 6¼ to 7¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 47-4-0	Rs. 47-4-0
Yellow Metal, „ „ ...	„ 38-8-0	„ 38-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 33-0-0	Rs. 33-0-0
Staffordshire Bar Iron, „ „	„ 33-8-0	„ 34-0-0
Swedish Bar Iron, „ „	„ 55-0-0	„ 55-8-0
Davison's West Hartley Coal, (per ton) alongside.	Ready. Forward. ..... Rs. 18-8-0	Ready. Forward. Rs. 19-4-0 Rs. 17-8-0
Welsh Hartley Coal, (per ton) „	....	....
Cardiff Coal, „ „	....	..... Rs. 18-8-0
Japan „ „	....	..... „ 15-0-0
Bengal „ „	Rs. 18-0-0 Rs. 16-0-0	Rs. 18-0-0 „ 15-8-0
Singarini Coal (per ton) Rail Dly.	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 13th May.	Week ending 20th May.
COTTON— EXPORTS. (Full-pressed ; per candy of 784 lbs.)	Quiet.	Quiet.
Broach ... ... Fine	Rs. 170 Ready	Rs. 170 Ready
,, ... F.G.	.....	.....
,, ... Good	Rs. 166 Ready.	Rs. 165 Ready
Barsee ... ... F.G.	,, 161 ,,	,, 162 ,,
,, ... Good	.....	.....
Oomrawuttee, Good Staple ... ... Fine	Rs. 162 Ready	.....
,, ,, ... F.G.	,, 152 ,,	Rs. 153 Ready
,, ,, ... Good	.....	.....
Khandeish ... ... Fine	Rs. 152 Ready	Rs. 150 Ready
,, ... F.G.	,, 144 ,,	,, 145 ,,
,, ... Good	.....	.....
Belatee ... ... Fine	Rs. 150 Ready	Rs. 149 Ready
,, ... F.G.	,, 145 ,,	,, 144 ,,
,, ... Good	.....	.....
Dhollera ... . Fine	Rs. 161 Ready	Rs. 160 Ready
,, ... F.G.	,, 153 ,,	,, 150 ,,
,, ... Good	,, 151 ,,	,, 149 15th to 25th May
Bengals .... Fine	,, 150 ,,	,, 146 Ready
,, ... F.G.	,, 140 ,,	,, 139 ,,
,, ... Good	,, 135 ,,	,, 135 ,,
Dharwar (S.G.) .. .. Good	,, 163 ,,	,, 162 ,,
Westerns, ... Good	,, 154 June	,, 153 ,,
Gingelly-seed, White (per cwt.)	,, 7-4-0 Ready	,, 7-5-0 ,,
,, Mixed ,,	,, 6-13-0 ,,	,, 6-13-0 ,,
Linseed, Bold ,,	,, 6 0-0 ,,	,, 5-13-6 ,,
,, Small Seed ,,	,, 5-15-0 ,,	,, 5-12-6 ,,
Rape-seed, Guzerat Yellow ,,	,, 6-13-0 ,,	,, 6-12-0 ,,
,, Brown Delhi ,,	,, 5-11-0 ,,	,, 5-10-0 ,,
,, Yellow Cawnpore ,,	,, 6-6-0 ,,	,, 6-4-0 ,,
Poppy-seed ,,	,, 6-6-0 ,,	,, 6-5-0 ,,
Groundnuts ,,	.....	.....
Castor-seed, Bold, Cawnpore ,,	....	.....
,, Ordinary Quality, F.A. ,,	Rs. 6-9-0 Ready	Rs. 6-7-0 Ready
Wheat, White Pessy ,,	,, 6-9-0 Forward 91 %	,, 6-2-0 Forward 91 %
	,, 6-8-0 ,, 85 %	,, 5-15-0 ,, 85 %
,, Jabalpur Pessy ,,	,, 6-1-0 ,,	,, 5-6-0 ,,
,, Ahmedabad, (Soft Red) ,,	,, 6-9-0 ,,	,, 5-9-0 ,,
,, Hard Yellow ,,	,, 6-0-0 ,, 75 %	,, 5-12-0 ,, 75 %
	,, 5-15-0 ,, 63 %	,, 5-10-0 ,, 63 %
	,, 5-14-0 ,, 50 %	,, 5-8-0 ,, 50 %
,, Delhi No. 1, White Pessy ,,	,, 5-13-0 ,,	,, 5-6-0 ,,
,, ,, Red ,,	,, 5-6-0 ,,	,, 4-12-0 ,,
,, Hard Red Khatha (75%) ,,	,, 5-12-0 ,,	,, 5-7-0 ,,
,, Nagpore Khathi ,,	,, 5-6-0 ,,	,, 5-7-0 ,,
Opium, (Malwa) per chest, Old	,, 1,170	,, 1,180
,, ,, ,, New	,, 1,080	,, 1,080
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft) via Suez Canal.	£1 12s. 6d.	£1 7s. 6d.
,, Seeds ,,	£1 12s. 6d.	£1 15s. 0d.
,, Wheat ,,	£1 16s. 3d.	
London—Measurement cargo, P.&O.Co. ,,	£1 15s. 0d.	£1 15s. 0d.
,, Seeds and Wheat do. ,,	£1 5s. 0d.	£1 5s. 0d.
,, Measurement cargo ,,	.....	.....
,, Seeds and Wheat ,,	.....	.....
Havre—Measurement cargo ,,	£1 15s. 0d.	£1 10s. 0d.
,, Seeds ,,	£1 13s. 9d.	£1 12s. 6d.
,, Wheat ,,	£1 15s. 0d.	£1 12s. 6d.
Antwerp—Measurement cargo ,,	£1 13s. 9d.	£1 10s. 0d.
,, Seeds and Wheat ,,	£1 15s. 0d.	£1 10s. 0d.
Hull ,,	£1 15s. 0d.	£1 12s. 6d.
Dunkirk ,,	£1 15s. 0d.	£1 12s. 6d.
Trieste & Venice—Measurement cargo ,,	£1 13s. 9d.	£1 15s. 0d.
,, ,, Seeds and Wheat ,,	£1 13s. 9d.	£1 12s. 6d.
Marseilles—Measurement cargo & Seeds ,,	£1 12s. 6d.	£1 7s. 6d.
,, Seeds & Wheat ,,	£1 15s. 0d.	£1 12s. 6d.
Genoa—Measurement cargo and Seeds ,,	£1 13s. 9d.	£1 17s. 6d.
,, Seeds & Wheat ,,	£1 15s. 0d.	£1 12s. 6d.
Hamburg—Measurement cargo & Wheat ,,	£1 15s. 0d.	£1 12s. 6d.
,, Seeds & Wheat	£1 13s. 9d.	£1 12s. 6d.
China Steamer (P. & O.)...	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do. do.	,, 17	,, 17
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 27th May.	Week ending 3rd June.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer	1s. 3 3/32d.	1s. 4 1/32d.
„ „ Sight	1s. 4 d.	1s. 4 1/32d.
„ „ 3 m'ths' „	1s. 4 1/16d.	1s. 4 3/32d.
„ „ 4 „ „	1s. 4 3/32d.	1s. 4⅛d.
„ „ 6 „ „	1s. 4 5/32d.	1s. 4 3/16d.
First-class Credits... 3 „ „	1s. 4 5/32d.	1s. 4 3/16d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1s. 4 9/32d.	1s. 4 9/32d.
Documents ... 3 „ „	1s. 4 3/16d.	1s. 4 7/32d.
„ ... 4 „ „	.....	.....
„ ... 6 „ „	1s. 4 5/16d.	1s. 4 5/16d.
Paris Francs Mercantile Bills... 3 „ „	1·70¼	1·70¼
„ ... 6 „ „	.....	.....
On Calcutta Bank Telegraphic Transfer	100 1/16	100
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 136½ per 100$; Shanghai, Rs. 179½ per 100 Taels; Japan, Rs. 147½ per 100 Yens.	Hongkong, Rs. 137 per 100$; Shanghai, Rs. 180 per 100 Taels; Japan, Rs. 148 per 100 Yens.
Eng. Bar-Gold, 100 touch (per tola)	Rs. 24-6-6 Ready	Rs. 24-4-0 Ready
Sovereigns	„ 15-2-0	„ 15-2-6
Bar Silver	„ 72-3-0 Ready; „ 72-0-0 Forward.	„ 72-8-0 Ready; „ 72-12-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' Sight ...	15 per cent.	15 per cent.
„ of Interest on Demand Loans on Govt. Securities.	12 „	12 „
Rate of Interest in the open Market on Government Paper.	12 „	12 „
Money Market	Money still very scarce.	Money still very scarce.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 93-14-0	Rs. 93-15-0
Three per cent	„ 87-0-0 (Nominal)	„ 87-0-0 Nominal.
IMPORTS.		
Piece Goods— Market:	Quiet; very little doing	Quiet; prices steady.
7lbs. 33 in. 37½ yds. Grey Shrtgs. (per piece)	Rs. 2-15-0	Rs. 2-15-0
8lbs. 38 in. 37½-38 yds. „	„ 3-5-0	„ 3-5-0
2½ to 3lbs. 28-29 in. 24 yds. M'dplms. „	„ 1-2-0	„ 1-2-0
No. 40s Mule Twist (per lb.) ...	As. 7 to 7¼	As. 7 to 7¼
No. 30s Water „ „ ...	„ 6¼ to 7¼	„ 6¼ to 7¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 47-4-0	Rs. 47-4-0
Yellow Metal, „ „ ...	„ 38-4-0	„ 38-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 33-8-0	Rs. 34-0-0
Staffordshire Bar Iron, „ „ ...	„ 32-8-0	„ 32-8-0
Swedish Bar Iron, „ „ ...	„ 56-0-0	„ 56-8-0
Davison's West Hartley Coal, (per ton) alongside.	Ready. Forward. ..... Rs. 19-0-0	Ready. Forward. ..... Rs. 18-0-0
Welsh Hartley Coal, (per ton) „	....	....
Cardiff Coal, „ „	....	....
Japan „ „ „	..... Rs. 15-8-0	....
Bengal „ „ „	Rs. 18-0-0 „ 17-8-0	Rs. 18-0-0 Rs. 16-8-0
Singarini Coal, (per ton) Rail. Dly.	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

QUOTATIONS.	Week ending 27th May.	Week ending 3rd June.
EXPORTS.		
COTTON— Market	Steady.	Quiet but steady; little enquiry, but no great pressure to sell.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine..	Rs. 168 Ready	Rs. 169 Ready.
,, ... F.G...	.....	,, 167 ,,
,, ... Good.	Rs. 164 Ready	,, 164 ,,
Barsee ... ... F. G..	,, 162 ,,	,, 163 ,,
,, ... Good.	.....	,, 158 ,,
Oomrawuttee, Good Staple ... ... Fine..	...	.....
,, ,, ... F.G...	Rs. 152 Ready	Rs. 162 Ready
,, ,, ... Good...		,, 148 ,,
Khandeish ... ... Fine...	Rs. 151 Ready	,, 150 ,,
,, ... F.G...	,, 144 ,,	,, 144 ,,
,, ... Good..	....	,, 140 ,,
Belatee ... . Fine..	Rs. 150 Ready	,, 148 ,,
,, ... F.G...	,, 143 ,,	,, 144 ,,
,, ... Good..	....	.....
Dhollera ... ... Fine...	Rs. 158 Ready	Rs. 168 Ready
,, ... F.G...	,, 150 ,,	,, 150 ,,
,, ... Good...	,, 147 ,,	,, 146 ,,
Bengals ... ... Fine..	,, 148 ,,	,, 147 ,,
,, ... F.G....	,, 140 ,,	,, 139 ,,
,, ... Good..	,, 136 ,,	,, 133 ,,
Dharwar (S.G.) .. — ... Good..	,, 162 ,,	,, 159 ,,
Westerns, ... Good.	,, 154 ,,	,, 151 ,,
Gingelly-seed, White (per cwt.)...	,, 7-5-0 ,,	.....
,, Mixed ,, ...	,, 6-13-0 ,,	.....
Linseed, Bold ,, ..	,, 5-13-0 ,,	Rs. 5-13-6 Ready
,, Small Seed ,, ..	,, 5-11-6 ,,	,, 5-12-0 ,,
Rape-seed, Guzerat Yellow ,, ..	,, 6-10-0 ,,	,, 6-10-0 ,,
,, Brown Delhi ,, ..	,, 5-7-0 ,,	,, 5-8-0 ,,
,, Yellow Cawnpore ,, ..	,, 6-4-0 ,,	,, 6-3-0 ,,
Poppy-seed ,, ..	,, 6-2-0 ,,	,, 6-0-0 ,,
Groundnuts ,, ..	.....	.....
Castor-seed, Bold, Cawnpore ,, ...	.....	.....
,, Ordinary Quality, F.A. ,, ...	Rs. 6-7-0 Ready	Rs. 6-6-0 Ready
Wheat, White Pessy ,,	,, 5-14 0 Forward 91 %	,, 5-12-0 Forward 91 %
	,, 5-10-0 ,, 85 %	,, 5-11-0 ,, 85 %
,, Jubulpore Pessy ,, ..	,, 5-7-0 ,,	,, 5-4-0 ,,
,, Ahmedabad (Soft Red) ,, ..	,, 5-9-0 ,,	,, 5-7-0 ,,
	,, 5-10-0 ,, 75 %	,, 5-10-0 ,, 75 %
,, Hard Yellow ,,	,, 5-8-0 ,, 63 %	,, 5-9-0 ,, 63 %
	,, 5-6-0 ,, 50 %	,, 5-8-0 ,, 50 %
,, Delhi No. 1. White Pessy ,, ..	,, 5-1-0 ,,	,, 5-2-0 ,,
,, ,, Red ,, ..	,, 4-8-0 ,,	,, 4 8-0 ,,
,, Hard Red Khatha (75 %) ,, ..	,, 5-2-6 ,,	,, 5-7-0 ,,
,, Nagpore Khathi ,, ..	,, 5-4-6 ,,	,, 5-4-0 ,,
Opium, (Malwa) per chest, Old	,, 1,125 to Rs. 1,225	Rs. 1,170
,, ,, ,, New	,, 1,050	,, 1,080
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Cana	£1 10s. 0d.	£1 2s. 6d.
,, Seeds and Wheat ,, ...	£1 12s. 6d.	£1 3s. 6d.
London—Measurement cargo, P. & O. Co. ,, ...	£1 15s. 0d.	£1 15s. 0d.
,, Seeds and Wheat do. ,, ...	£1 8s. 0d.	£1 5s. 0d.
,, Measurement cargo ,, ...	....	.....
,, Seeds and Wheat ,, ...	....	.....
Havre—Measurement cargo ,, ...	£1 12s. 6d.	£1 5s. 0d.
,, Seeds and Wheat ,, ...	£1 10s. 0d.	£1 4s. 0d.
Antwerp—Measurement cargo ,, ...	£1 12s. 6d.	£1 3s. 6d.
,, Seeds and Wheat ,, ...	£1 10s. 0d.	£1 3s. 0d.
Hull ,, ...	£1 12s. 6d.	£1 5s. 0d.
Dunkirk ,, ...	£1 10s. 0d.	£1 3s. 6d.
Trieste and Venice—Measurement cargo ,, ...	£1 12s. 6d.	£1 5s. 0d.
,, Seeds and Wheat ,, ..	£1 10s. 0d.	£1 3s. 9d.
Marseilles—Measurement cargo ,, ..	£1 7s. 6d.	£1 5s. 0d.
,, Seeds and Wheat ,, ..	£1 10s. 0d.	£1 3s. 6d.
Genoa—Measurement cargo ,, ..	£1 10s. 0d.	£1 5s. 0d.
,, Seeds and Wheat ,, ...	£1 10s. 0d.	£1 3s. 0d.
Hamburg—Measurement cargo ,, ...	£1 10s. 0d.	£1 6s. 0d.
,, Seeds and Wheat	£1 10s. 0d.	£1 4s. 0d.
China Steamer (P. & O.)	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do. do.	,, 17	,, 16 to ,, 17.
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 10th June.	Week ending 17th June.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer	1s. 3 31/32d.	1s. 3 29/32d.
„ „ Sight...	1s. 4d.	1s. 3 15/16d.
„ „ 3 m'ths' „ ...	1s. 4 1/32d.	1s. 3 31/32d.
„ „ 4 „ „ ...	1s. 4 1/16d.	1s. 4d.
„ „ 6 „ „ ...	1s. 4 3/32d.	1s. 4 1/16d.
First-class Credits ...3 „ „ ...	1s. 4 1/8d.	1s. 4 1/32d.
„ „ 4 „ „ ...	.....	.....
„ „ 6 „ „ ...	1s. 4 7/32d.	1s. 4 1/8d.
Documents „ 3 „ „ ...	1s. 4 5/32d.	1s. 4 1/16d.
„ „ 4 „ „ ...	.....	.....
„ „ 6 „ „ ...	1s. 4 1/4d.	1s. 4 5/32d.
Paris Francs Mercantile Bills... 3 „ „ ...	1·70	1·69
„ „ 6 „ „ ...	.....	.....
On Calcutta Bank Telegraphic Transfer	100	100 1/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 138¼ per 100 $; Shanghai, Rs. 182 per 100 Taels; Japan, Rs. 148½ per 100 Yens.	Hongkong, Rs. 140½ per 100 $; Shanghai, Rs. 182 per 100 Taels: Japan Rs. 149 per 100 Yens.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-5-0	Rs. 24-6-0
Sovereigns	„ 15-2-0	„ 15-4-0
Bar Silver	„ 69-0-0 Ready; „ 69-6-0 Forward.	„ 69-4-0 Ready; „ 69-0-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills, 60 days' Sight	15 per cent.	12 per cent.
Bank Rate of Interest on Demand Loans on Govt. Securities.	12 „	10 „
Rate of Interest in the open Market on Government Paper...	10 „	8 „
Money Market	Money still scarce.	Easy.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 94-8-0	Rs. 95-6-0
Three per cents.	„ 88-0-0 Nominal.	„ 89-0-0 Nominal.
IMPORTS.		
Piece Goods— Market:	Quiet; enquiry limited.	Very quiet; little doing.
7 lbs. 33 in. 37½ yds. Grey Shirtings (per piece)	Rs. 2-15-0	Rs. 2-15-0
8 lbs. 38 in 37½-38 yds. „ „	„ 3-5-0	„ 3-5-0
2½ to 3lbs. 28-29 in. 24 yds. M'pollams „	„ 1-2-0	„ 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 7 to 7¼	As. 7 to 7¼
No. 30s Water „ „ ...	„ 6 to 7	„ 6 to 7
Copper Braziers, (in b'dles) (per cwt.)	Rs. 46-4-0	Rs. 46-0-0
Yellow Metal, „ „ „	„ 38-0-0	„ 38-0-0
Belgian No. 2 Bar Iron, (per candy of 746½ lbs.)	Rs. 33-0-0	Rs. 33-0-0
Barsi Steel „ „	„ 32-0-0	„ 32-0-0
Swedish Bar Iron, „ „	„ 56-8-0	„ 56-0-0
Davison's West Hartley Coal, (per ton) alongside.	Ready. Forward.	Ready. Forward.
	..... Rs. 18-4-0	..... Rs. 19-0-0
Welsh Hartley Coal, (per ton) „	....	Rs. 16-8-0 „ 16-8-0
Cardiff Coal, „ „	....	....
Japan „ „ „	..... Rs. 16-0-0	..... Rs. 16-0-0
Bengal „ „ „	Rs. 17-0-0 „ 16-8-0	Rs. 16-8-0 „ 16-0-0
Singarini Coal, (per ton) Rail Dly.	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

QUOTATIONS.	Week ending 10th June.	Week ending 17th June.
EXPORTS.		
COTTON— Market :	Steady, with little business doing.	Quiet, but steady.
(Full-pressed ; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 169 Ready	Rs. 169 Ready
,, ... F.G....	,, 166 ,,	,, 166 ,,
,, ... Good..	,, 163 ,,	,, 163 ,,
Barsee ... ... F.G....	,, 162 ,,	,, 163 ,,
,, ... Good..	.....	.....
Oomrawuttee, Good Staple ... ... Fine ...	.....	.....
,, ,, ... F. G....	Rs. 152 to 153 Ready	Rs. 152 Ready
,, ,, ... Good...	,, 148 to 149 ,,	,, 148 ,,
Khandeish ... ... Fine...	,, 150 ,,	,, 149 ,,
,, ... F.G....	,, 145 ,,	,, 145 ,,
,, ... Good..	,, 140 ,,	,, 141 ,,
Belatee ... . Fine ...	,, 148 ,,	,, 148 ,,
,, ... F.G....	,, 144 ,,	,, 144 ,,
,, ... Good..	.....	.....
Dhollera ... ... Fine ...	Rs. 158 Ready	Rs. 158 Ready
,, ... F.G....	,, 150 ,,	,, 150 to 151 ,,
,, ... Good..	,, 146 ,,	,, 145 ,,
Bengals ... . Fine..	,, 147 ,,	,, 148 ,,
,, ... F.G....	,, 139 ,,	,, 139 ,,
,, ... Good..	,, 133 ,,	,, 133 ,,
Dharwar (S.G). ... . Good..	,, 163 ,,	,, 163 ,,
Westerns .. .. Good..	,, 150 ,,	,, 149 ,,
Gingelly-seed, White (per cwt.)...	.....	.....
,, Mixed ,, ..	.....	.....
Linseed, Bold ,, ..	Rs. 5-15-0 Ready	Rs. 6-0-6 Ready
,, Small Seed ,, ...	,, 5-14-0 ,,	,, 5-14-0 ,,
Rape-seed, Guzerat Yellow ,, ...	,, 6-8-0 ,,	,, 6-9-0 ,,
,, Brown Delhi ,, ..	,, 5-9-0 ,,	,, 5-10-0 ,,
,, Yellow Cawnpore ,, ...	,, 6-2-0 ,,	,, 6-2-0 ,,
Poppy-seed ,, ..	,, 6-2-0 ,,	,, 6-7-0 ,,
Groundnuts ,, ..	.....	.....
Castor-seed, Bold, Cawnpore ,, ..	.....	.....
,, Ordinary Quality, F. A. ,, ...	Rs. 6-6-6 Ready	Rs. 6-7-0 Ready
Wheat, White Pessy ,,	,, 5-12-0 Forward 91 %	,, 5-9-0 Forward 91 %
,, Jubulpore Pessy ,, ...	,, 5-10-0 ,, 85 %	,, 5-8-0 ,, 85 %
,, Ahmedabad (Soft Red) ,, ...	,, 5-5-0 ,,	,, 4-12-0 ,,
	,, 5-0-0 ,,	,, 4-11-0 ,,
,, Hard Yellow ,,	,, 5-12-0 ,, 75 %	,, 4-9-0 ,, 75 %
	,, 5-10-0 ,, 63 %	,, 4-8-0 ,, 63 %
	,, 5-8-0 ,, 50 %	,, 4-7-0 ,, 50 %
,, Delhi No. 1, White Pesey ,, ..	,, 5-0-0 ,,	,, 4-9-0 ,,
,, ,, Red ,, ..	,, 4-7-0 ,,	,, 4-5-0 ,,
,, Hard Red Khatha (75 %) ,, ..	,, 5-4-0 ,,	,, 5-2-6 ,,
,, Nagpore Khathi ,, ...	,, 4-15-0 ,,	,, 4-5-0 ,,
Opium, (Malwa) per chest, Old	,, 1,220	,, 1,240
,, ,, ,, New	,, 1,080	,, 1,100
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal.	£1 2s. 6d.	£1 0s. 0d.
,, Seeds & Wheat ,, ...	£1 1s. 0d	£1 0s. 0d.
London—Measurement cargo, P. & O. Co.,, ...	£1 12s. 6d.	£1 12s. 6d.
,, Seeds & Wheat ,, ,, ..	£1 5s. 0d.	£1 5s. 0d.
,, Measurement cargo ,, ..	.....	.....
,, Seeds and Wheat ,, ...	.....	.....
Havre—Measurement cargo ,, ..	£1 1s. 3d.	£1 0s. 0d.
,, Seeds and Wheat ,, ..	£1 1s. 0d.	£1 0s. 0d.
Antwerp—Measurement cargo ,, ..	£1 2s. 0d.	£1 0s. 0d.
,, Seeds and Wheat ,, ...	£1 1s. 0d.	£1 0s. 0d.
Hull ,, ..	£1 1s. 0d.	£1 0s. 6d.
Dunkirk ,, ..	£1 1s. 0d.	£1 0s. 0d.
Trieste & Venice—Measurement cargo ,, ...	£1 6s. 0d.	£1 5s. 0d.
,, ,, Seeds & Wheat ,, ..	£1 5s. 0d.	£1 5s. 0d.
Marseilles—Measurement cargo ,, ..	£1 0s. 0d.	£1 0s. 0d.
,, Seeds & Wheat ,, ..	£1 0s. 0d.	£1 0s. 0d.
Genoa—Measurement cargo ,, ..	£1 0s. 0d.	£0 17s. 6d.
,, Seeds & Wheat ,, ..	£0 17s. 6d.	£0 17s. 6d.
Hamburg—Measurement cargo	£1 5s. 0d.	£1 2s. 6d.
,, Seeds and Wheat...	£1 2s. 6d.	£1 2s. 6d.
China Steamer (P. & O.)	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan ,, do.	,, 16 to ,, 17	,, 16 to ,, 17
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 24th June.	Week ending 1st July.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer	1s. 3 13/16d.	1s. 3 21/32d.
" " Sight	1s. 3 13/16d.	1s. 3 21/32d.
" " 3 m'ths' "	1s. 3 27/32d.	1s. 3 23/32d.
" " 4 " "	1s. 3⅞d.	1s. 3 23/32d.
" " 6 " "	1s. 3 29/32d.	1s. 3 25/32d.
First-class Credits... 3 " "	1s. 3 15/32d.	1s. 3 25/32d.
" " 4 " "	.....	.....
" " 6 " "	1s. 4 1/32d.	1s. 3⅞d.
Documents . ... 3 " "	1s. 3 31/32d.	1s. 3 13/16d.
" ... 4 " "	.....	.....
" ... 6 " "	.....	1s. 3 29/32d.
Paris Francs Mercantile Bills ... 3 " "	1·68	1·66½
" 6 " "	.....	.....
On Calcutta Bank Tel. Transfer..	100 1/16	100 3/32
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 142 per 100$; Shanghai, Rs. 184 per 100 Taels; Japan, Rs. 149 per 100 Yens.	Hongkong, Rs. 143½ per 100$; Shanghai, Rs. 186 per 100 Taels; Japan, Rs. 150½ per 100 Yens.
Eng. Bar Gold, 100 touch (per tola).	Rs. 24-5-0	Rs. 24-7-0
Sovereigns	" 15-3-0	" 15-3-0
Bar Silver	" 70-0-0 Ready; " 70-0-0 Forward.	" 70-8-0 Ready; " 70-10-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' sight...	10 per cent.	10 per cent.
" of Interest on Demand Loans on Govt. Securities.	9 " "	8 " "
Rate of Interest in the open Market on Government Paper ..	6 " "	6 " "
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 95-7-0	Rs. 95-7-0
Three per cents	" 88-0-0 Nominal.	" 88-0-0 Nominal.
IMPORTS.		
Piece Goods— Market:	Quiet; little doing.	Quiet; prices easier.
7 lbs. 33 in. 37½ yds. Grey Shrtgs. (per piece)	Rs. 2-15-0	Rs. 2-15-0
8 lbs. 38 in. 37½-38 yds. " "	" 3-5.0	" 3-5.0
2½ to 3lbs. 28-29 in. 24 yards. M'pollams "	" 1-2-0	" 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 7 to 7¼	As. 7 to 7¼
No. 30s Water " " ...	" 6 to 7	" 6 to 7
Copper Braziers, (in bundles) (per cwt)	Rs. 46-0-0	Rs. 46-0-0
Yellow Metal, " "	" 38-0-0	" 38-0-0
Belgian No. 2 Bar Iron, (per candy of 746½ lbs.)	Rs. 32-8-0	Rs. 32-8-0
Basic Steel " " ...	" 33-0-0	" 32-8-0
Swedish Bar Iron, " " ...	" 56-0-0	" 56-0-0
Davison's West Hartley Coal, (per ton) alongside.	Ready. Forward. ..... Rs. 18-0-0	Ready. Forward. ..... Rs. 18-8-0
Welsh Hartley Coal, (per ton) "	Rs. 17-0-0 " 17-0-0	....
Cardiff Coal, " "	....	....
Japan " "	..... Rs. 16-0-0	..... Rs. 15-8-0
Bengal " "	Rs. 17-0-0 " 15-4-0	Rs. 16-12-0 " 14-8-0
Singarini Coal, (per ton) Rail Dly.	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 24th June.	Week ending 1st July.
EXPORTS.		
Cotton— Market:	Steady, with little doing	Quiet, with a lower tendency.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 167 Ready	Rs. 164 Ready
,, ... F.G....	,, 163 ,,	,, 160 ,,
,, ... Good...	,, 161 ,,	.....
Barsee ... ... F.G....	,, 161 ,,	Rs. 160 Ready
,, ... Good...	,, 156 ,,	.....
Oomrawattee, Good Staple .. ... Fine...	.....	.....
,, ,, ... F.G.....	Rs. 150 Ready	Rs. 150 Ready
,, ,, ... Good..	,, 146 ,,	,, 146 ,,
Khandeish ... . Fine ..	,, 148 ,,	,, 147 ,,
,, ... F.G....	,, 142 ,,	,, 142 ,,
,, ... Good...	,, 138 ,,	,, 138 ,,
Belatee ... ... Fine ...	,, 146 ,,	,, 146 ,,
,, ... F.G. ..	,, 142 ,,	,, 142 ,,
,, ... Good...	.....	.....
Dhollera ... ... Fine ...	Rs. 156 to 157 Ready	Rs. 156 Ready
,, ... F.G.....	,, 149 Ready	,, 148 ,,
,, ... Good...	,, 142 to 148 Ready	,, 142 ,,
Bengals ... ... Fine ...	,, 147 ,,	,, 145 ,,
,, ... F.G.....	,, 138 ,,	,, 137 ,,
,, ... Good...	,, 132 ,,	,, 131 ,,
Dharwar (S.G.) ... ... Good...	,, 159 ,,	,, 156 ,,
Westerns, ... Good..	,, 146 ,,	,, 140 ,,
Gingelly-seed, White (per cwt.)..	.....	.....
,, Mixed ,, ..	.....	.....
Linseed, Bold ,, ...	Rs. 5-14-6 Ready	Rs. 5-14-0 Ready
,, Small Seed ,, ..	.....	,, 5-10-0 ,,
Rape-seed, Guzerat Yellow ,, ...	Rs. 6-9-0 Ready	,, 6-7-0 ,,
,, Brown Delhi ,, ...	,, 5-11-0 ,,	,, 5-10-0 ,,
,, Yellow Cawnpore ,, ..	,, 6-2-0 ,,	,, 6-1-6 ,,
Poppy-seed ,, ..	,, 6-8-0 ,,	,, 6-7-6 ,,
Groundnuts ,, ..	.....	.....
Castor-seed, Bold Cawnpore ,, ...	.....	.....
,, Ordinary Quality, F.A. ,, ...	Rs. 6-8-0 Ready	Rs. 6-8-6 Ready
Wheat, White Pessy ,,	,, 5-8-0 Forward 91 %	,, 5-0-0 91 %
	,, 5-0-0 ,, 85 %	,, 4-10-6 85 %
,, Jabalpor- Pessy ,, ..	,, 4-10-0 ,,	,, 4-8-0 Ready
,, Ahmedabad (Soft Red) ,, ..	,, 4-4-0 ,,	,, 4-1-6
	,, 5-9-6 ,, 75 %	,, 5-2-0 75 % Ready
,, Hard Yellow ,,	,, 5-7-6 ,, 63 %	,, 5-7-0 63 % ,,
	,, 5-5-6 ,, 50 %	,, 5-5-0 50 % ,,
,, Delhi No. 1, White Pessy ,, ...	,, 4-9-0 ,,	,, 4-9-0 Ready
,, ,, Red ,, ..	,, 4-4-0 ,,	,, 4-0-0 ,,
,, Hard Red Khatha (75 %) ,, ...	,, 5-2-6 ,,	,, 5-0-0 ,,
,, Nagpore Khathi ,, ...	,, 4-2-6 ,,	,, 4-0-6 ,,
Opium, (Malwa) per chest, Old	Rs. 1,200	,, 1,130
,, ,, ,, New	,, 1,120	,, 1,100
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 18s. 0d.	£0 17s. 0d.
,, Seeds and Wheat ,, ..	£0 18s. 0d.	£0 16s. 0d.
London—Measurement cargo, P. & O. Co. ,, ...	£1 12s. 6d.	£1 10s. 0d.
,, Seeds & Wheat do. ,, ...	£1 0s. 0d.	£0 15s. 6d.
,, Measurement cargo ,, ...	.....	....
,, Seeds and Wheat ,, ...	.. ..	.....
Havre—Measurement cargo ,, ...	....	£0 19s. 6d.
,, Seeds and Wheat ,, ..	.....	£0 19s. 0d.
Antwerp—Measurement cargo ,, ..	£0 19s. 0d.	£0 19s. 6d.
,, Seeds and Wheat ,, ..	£0 19s. 0d.	£0 19s. 0d.
Hull—Measurement cargo ,, ...	£1 0s. 0d.	£0 16s. 6d.
Dunkirk ,, ...	£0 17s. 0d.	£0 17s. 0d.
Trieste & Venice—Measurement cargo ,, ...	£1 2s. 6d.	£1 0s. 0d.
,, Seeds & Wheat ,, ...	£1 2s. 6d.	£0 19s. 0d.
Marseilles—Measurement cargo ,, ..	£0 15s. 0d.	£0 15s. 0d.
,, Seeds & Wheat ,, ...	£0 15s. 0d.	£0 15s. 0d.
Genoa—Measurement cargo, ,, ...	£0 17s. 6d.	£0 15s. 0d.
,, Seeds and Wheat ,, ...	£0 17s. 6d.	£0 15s. 0d.
Hamburg—Measurement cargo ,, ..	£1 1s. 6d.	£1 1s. 6d.
,, Seeds and Wheat	£1 1s. 6d.	£1 1s. 0d.
China Steamer (P. & O.)	Rs. 12 to Rs. 14	Rs. 14 to Rs. 18
Japan do. do.	,, 16 ,, 17	,, 17 ,, 18
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 8th July.	Week ending 15th July.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer	1s. 3 23/32d.	1s. 3 13/16d.
„ „ Sight	1s. 3 23/32d.	1s. 3 13/16d.
„ „ 3 m'ths' „	1s. 3 ½d.	1s. 3 27/32d.
„ „ 4 „ „	1s. 3 25/32d.	1s. 3 7/8d.
„ „ 6 „ „	1s. 3 27/32d.	1s. 3 15/16d.
First-class Credits ... 3 „ „	1s. 3 27/32d.	1s. 3 15/16d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	1s. 3 15/16d.	1s. 4 1/32d.
Documents ... ... 3 „ „	1s. 3 7/8d.	1s. 3 31/32d.
„ ... ... 4 „ „	.....	.....
„ ... ... 6 „ „	1s. 3 31/32d.	1s. 4 1/16d.
Paris Francs Mer'tile Bills 3 „ „	1·66¼	1·68
„ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer.	100 1/16	100 1/32
On China Mer'tile Bills. 30 days' Sight	Hongkong, Rs. 143 per 100$; Shanghai, Rs. 185 per 100 Taels; Japan, Rs. 151 per 100 Yens.	Hongkong, Rs. 142 per 100$; Shanghai, Rs. 185 per 100 Taels; Japan, Rs. 149½ per 100 Yens.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-6-6	Rs. 24-5-0
Sovereigns...	„ 15-4-0	„ 15-3-0
Bar Silver	Rs. 70-10-0 Ready; „ 70-8-0 Forward.	„ 73-4-0 Ready. „ 73-5-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills. 60 days' sight ...	9 per cent.	8 per cent.
„ of Interest on Demand Loans on Govt. Securities.	8 „ „	7 „ „
Rate of Interest in the open Market on Govt. Paper ...	6 „ „	5 „ „
Money Market	Fair demand.	Easier than last week.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 94-14-0	Rs. 95-11-0
Three per cents.	„ 88-0-0	„ 89-0-0
IMPORTS.		
Piece-Goods— Market:	Dull and little doing.	Slack, limited enquiry.
7 lbs. 33 in. 37½ yds. Grey Shrtgs. (per piece).	Rs. 2-15-0	Rs. 2-15-0
8 lbs. 38 in. 37½-38 yds. „ „	„ 3-5-0	„ 3-5-0
2½ to 3 lbs. 28-29 in. 24 yds. M'pollams „	„ 1-2-0	„ 1-2-0
No. 40s Mule Twist (per lb.) ...	As. 7 to 7¼	As. 7 to 7¼
No. 30s Water „ „ ...	„ 6 to 7	„ 6 to 7
Copper Braziers, (in bundles) (per cwt.,	Rs. 46-0-0	Rs. 46-2-0
Yellow Metal, „ „	„ 37-8-0	„ 38-0-0
Belgian No. 2 Bar Iron, (per candy of 746½ lbs.)	Rs. 33-0-0	„ 33-0-0
Basic Steel „ „ ...	„ 32-8-0	„ 32-8-0
Swedish Bar Iron, „ „ ...	„ 57-0-0	„ 57-0-0
Davison's West Hartley Coal, (per ton) alongside.	Ready. Forward.	Ready. Forward.
Welsh Hartley Coal, (per ton) „	..... Rs. 18-8-0	..... Rs. 18-8-0
Cardiff Coal, „ „	....	....
Japan ... „ „	....	....
Bengal ... „ „	Rs. 15-8-0 Rs. 15-4-0	Rs. 16-0-0 Rs. 15-8-0
Singarini „ (per ton) Rail dly.	„ 16-8-0 „ 15-0-0	„ 17-0-0 „ 15-0-0
	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 8th July.	Week ending 15th July.
EXPORTS.		
Cotton— Market :	Quiet and steady.	Quiet, but steady.
(Full pressed ; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 163 to 164 Ready	Rs. 161 Ready
,, ... F.G....	,, 160 ,,	,, 159 ,,
,, ... Good...	.....	,, 176 March 1899
Barsee ... ... F.G....	Rs. 161 Ready.	,, 160 Ready.
,, ... Good...	.....	,, 154 ,,
Oomrawuttee, Good Staple ... ... Fine ...	.....	.....
,, ,, ... F.G. ...	Rs. 150 Ready	Rs. 150 Ready
,, ,, ... Good...	,, 146 ,,	,, 146 ,,
Khandeish ... ... Fine ...	,, 147 ,,	,, 147 ,,
,, ... F.G. ...	,, 142 ,,	,, 141 to 142 Ready
,, ... Good...	,, 138 ,,	,, 138 ,,
Belatee ... ... Fine ...	,, 146 ,,	,, 146 ,,
,, ... F.G. ...	,, 142 ,,	,, 141 ,,
,, ... Good...	.....	.....
Dhollera ... ... Fine ...	Rs. 157 Ready.	Rs. 157 Ready
,, ... F.G. ...	,, 149 ,,	,, 148 ,,
,, ... Good...	,, 143 ,,	,, 142 ,,
Bengals .. .. Fine ..	,, 144 to 145 Ready	,, 145 ,,
,, ... F.G. ..	,, 137 ,,	,, 137 ,,
,, ... Good...	,, 132 ,,	,, 132 ,,
Dharwar (S.G.) .. .. Good...	,, 157 to 158 ,,	,, 155 ,,
Westerns ... ... Good...	,, 140 ,,	,, 140 ,,
Gingelly-seed, White (per cwt.)...	.....	.....
,, Mixed ,, ...	.....	.....
Linseed, Bold ,, ...	Rs. 5-15-0 Ready	Rs. 6-0-6 Ready
,, Small Seed ,, ...	,, 5-10-0 ,,	,, 5-12-0 ,,
Rapeseed, Guzerat Yellow ,, ...	,, 6-7-0 ,,	,, 6-8-0 ,,
,, Brown Delhi ,, ...	,, 5-10-0 ,,	,, 5-13-0 ,,
,, Yellow Cawnpore ,, ...	,, 6-0-6 ,,	,, 6-4-0 ,,
Poppy-seed ,, ...	,, 6-7-0 ,,	,, 6-8-0 ,,
Groundnuts ,, ...	.....	.....
Castor-seed, Bold Cawnpore , ...	.....	.....
,, ,, Ordinary Quality, F.A. ,, ...	Rs. 6-8-6 Ready	Rs. 6-9-0 Ready
Wheat, White Pessy ,	,, 5-2-0 ,, 91 ℔	,, 4-14-6 ,, 91 ℔
	,, 4-14-0 ,, 85 ℔	,, 4-10-0 ,, 85 ℔
,, Jabalpur Pessy ,, ...	,, 4-6-0 ,,	,, 4-4-0 ,,
,, Ahmedabad (Soft Red) ,, ...	,, 4-1-6 ,,	,, 3-15-6 ,,
	,, 5-7-6 ,, 75 ℔	,, 5-7-0 ,, 75 ℔
,, Hard Yellow ,,	,, 5-5-0 ,, 63 ℔	,, 5-4-6 ,, 63 ℔
	,, 5-2-6 ,, 50 ℔	,, 5-2-0 ,, 50 ℔
,, Delhi No. 1, White Pessy ,, ...	,, 4-8-0 ,,	,, 4-8-0 ,,
,, ,, Red ,, ...	,, 4-0-0 ,,	,, 4-0-0 ,,
,, Hard Red Khatha (75 ℔) ,, ...	,, 4-11-0 ,,	,, 4-11-0 ,,
,, Nagpore Khathi ,, ...	,, 3-15-6 ,,	,, 4-1-0 ,,
Opium, (Malwa) per chest, Old	,, 1,110	,, 1,100
,, ,, ,, New	,, 1,050	,, 1,050
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 feet) via Suez Canal.	£0 16s. 6d.	£0 17s. 0d.
,, Seeds and Wheat ,, ...	£0 15s. 6d.	£0 17s. 0d.
London—Measurement cargo P. & O. Co. ,, ...	£1 10s. 0d.	£1 10s. 0d.
,, Seeds & Wheat ,, ,, ...	£0 16s. 6d.	£0 16s. 6d.
,, Measurement cargo ,, ...	.....	.....
,, Seeds & Wheat ,, ...	.....	.....
Havre—Measurement cargo ,, ...	£0 18s. 0d.	£0 18s. 0d.
,, Seeds & Wheat ,, ...	£0 17s. 6d.	£0 17s. 6d.
Antwerp—Measurement cargo ,, ...	£0 17s. 6d.	.....
,, Seeds & Wheat ,, ..	£0 17s. 0d.	.....
Hull ,, ...	£0 17s. 0d.	£0 17s. 6d.
Dunkirk ,, ...	£0 16s. 6d.	£0 17s. 6d.
Trieste & Venice—Measurement cargo ,, ...	£0 18s. 0d.	£0 18s. 6d.
,, Seeds & Wheat ,, ..	£0 17s. 6d.	£0 17s. 6d.
Marseilles—Measurement cargo ,, ...	£0 14s. 6d.	£0 16s. 0d.
,, Seeds & Wheat ,, ...	£0 14s. 6d.	£0 16s. 0d.
Genoa—Measurement cargo ,, ...	£0 17s. 6d.	.....
,, Seeds & Wheat ,, ...	£0 14s. 6d.	.....
Hamburg—Measurement cargo ,, ..	£0 18s. 0d.	£0 18s. 0d.
,, Seeds and Wheat...	£0 18s. 0d.	£0 18s. 0d.
China Steamer (P. & O.)..	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan do. (do.)	,, 17 to ,, 18	,, 17 to ,, 18
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 22nd July.	Week ending 29th July.
EXCHANGE.		
On England, Bank Bills Tel. Transfer.	1s. 3 29/32d. Ready 1s. 3⅞d Aug. 1s. 3 13/16d. Sep.-Oct. 1s. 3 25/32d. Nov.-Dec.	1s. 3 25/32d. Ready. 1s. 3 23/32d. Sep. 1s. 3 11/16d. Oct.-Nov. 1s. 3 21/32d. Dec.
„ „ Sight	1s. 3 29/32d.	1s. 3 13/16d.
„ „ 3 m'ths' „	1s. 3 15/16d.	1s. 3 27/32d.
„ „ 4 „ „	1s. 3 31/32d.	1s. 3 27/32d.
„ „ 6 „ „	1s. 4d.	1s. 3 29/32d.
First-class Credits ... 3 „ „	1s. 4d.	1s. 3 29/32d.
„ „ ... 6 „ „	1s. 4 3/32d.	1s. 4d.
Documents ... 3 „ „	1s. 4 1/32d.	1s. 3 15/16d.
„ ... ... 6 „ „	1s. 4⅛d.	1s. 4 1/32d.
Paris Francs Mercantile Bills... 3 „ „	1·68¼	1·67½
On Calcutta Bank Tel. Transfer.	100 1/32	100 3/32
On China Mer'tile Bills, 30days' Sight.	Hongkong, Rs. 141½ per 100 $; Shanghai, Rs. 185 per 100 Taels; Japan, Rs. 148½ per 100 Yens.	Hongkong, Rs. 141 per 1 03; Shanghai, Rs. 185 per 100 Taels; Japan, Rs. 149½ per 100 Yens.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-3-0	Rs. 24-4-6
Sovereigns	„ 15-3-0	„ 15-4-0
Bar Silver (with duty) ...	„ 73-11-0 Ready; „ 73-12-0 Forward.	„ 73-12-0 Ready „ 73-11-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills, 60 days' Sight	7 per cent.	6 per cent.
Bank Rate of Interest on Demand Loans on Govt. Securities ...	5 „ „	4 „ „
Rate of Interest in the open market on Govt. Paper ...	4 „ „	4 „ „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 95-8-0	Rs. 96-1-0
Three per cents	„ 87-0-0 Nominal	„ 87-0-0 Nominal
IMPORTS.		
Piece Goods— Market:	Flat, very little doing.	Unchanged.
7 lbs. 33 in. 37½ yds. Grey Shrtgs. (per piece.)	Rs. 2-15-0	Rs. 2-15-0
8 lbs. 38 in. 37½-38 yds. „	„ 3-5-0	„ 3-5-0
2½ to 3lbs.28-29 in. 24yds. M'pollams „	„ 1-2-0	„ 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 7 to 7¼	As. 7 to 7¼
No. 30s Water „ „ ...	„ 6 to 7	„ 6 to 7
Copper Braziers, (in bundles) (per cwt)	Rs. 46-4-0	Rs. 46-4-0
Yellow Metal, „ „	„ 38-0-0	„ 38-0-0
Belgian No. 2 Bar Iron, (per candy of 746½ lbs.)	„ 33-0-0	„ 32-8-0
Basic Steel „ „ ...	„ 32-8-0	„ 32-8-0
Swedish Bar Iron „ „ ...	„ 56-0-0	„ 56-0-0
Davison's West Hartley Coal, (per ton) alongside.	Ready Rs. 18-8-0 / Forward Rs. 18-0-0	Ready ..... / Forward Rs. 20-0-0
Welsh Hartley Coal, (per ton) „	....	....
Cardiff Coal, „ „	....	....
Japan „ „	Rs. 15-12-0 Rs. 15-4-0	Rs. 16-0-0 Rs. 15-8-0
Bengal „ „	„ 16-8-0 „ 15-4-0	„ 16-8-0 „ 16-0-0
Singarini „ (per ton) Rail delivery.	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 22nd July.	Week ending 29th July.
EXPORTS.		
Cotton— Market:	Weak; in favor of buyers	Quiet; but steady.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 160 Ready	Rs. 157 Ready
,, ... F.G....	,, 157 ,,	,, 155 ,,
,, ... Good..	.....	,, 174 15 to 25 March.
Barsee ... ... F.G....	Rs. 160 Ready	,, 154 to Rs. 155 Ready
,, ... Good..	,, 154 ,,	,, 150 ,, ,, 151 ,,
Oomrawuttee, Good Staple .. .. Fine...	.....	.....
,, ,, ... F.G...	Rs. 147 Ready	Rs. 146 Ready
,, ,, ... Good..	,, 142 ,,	,, 140 ,,
Khandeish .. .. Fine ..	,, 145 ,,	.....
,, ... F.G..	,, 140 ,,	Rs. 139 to Rs. 140 Ready
,, ... Go d ..	,, 137 ,,	,, 135 ,,
Belatee .. .. Fine..	,, 145 ,,	,, 144 ,,
,, ... F.G. ...	,, 140 ,,	,, 140 ,,
,, ... Good...	.....	.....
Dhollera .. .. Fine...	Rs. 156 Ready	Rs. 154 Ready
,, ... F.G. ..	,, 147 ,,	,, 145 ,,
,, ... Good...	,, 141 ,,	,, 139 to Rs. 140 Ready
Bengals .. .. Fine ..	,, 143 ,,	,, 142 Ready
,, ... F. G. ..	,, 135 ,,	,, 134 ,,
,, ... Good...	,, 130 ,,	,, 129 ,,
Dharwar (S.G.) ... . Good...	,, 153 ,,	,, 150 ,,
Westerns .. .. Good ..	,, 139 ,,	,, 138 ,,
Gingelly-seed, White (per cwt.)...	.....	.....
,, Mixed ,, ..	.....	.....
Linseed, Bold ,, ...	Rs. 5-15-6 Ready	Rs. 6-0-0 Ready
,, Small Seed ,, ..	,, 5-12-0 ,,	,, 5-12-0 ,,
Rape-seed, Guzerat Yellow ,, ..	,, 6-9-0 ,,	,, 6-8-0 ,,
,, Brown Delhi ,, ..	,, 5-12-0 ,,	,, 5-12-0 ,,
,, Yellow Cawnpore ,, ...	,, 6 3-0 ,,	,, 6-4-0 ,,
Poppy-seed ,, ..	,, 6-6-6 ,,	,, 6-7-0 ,,
Groundnuts ,, ..	.....	.....
Castor-seed, Bold, Cawnpore ,, ...	.....	.....
,, Ordinary Quality, F.A. ,, ..	Rs. 6 9-0 Ready	Rs. 6-9-0 Ready
Wheat, White Pessy ,, ...	,, 4-13-0 ,, 91 %	,, 4-8-6 ,, 91 %
	,, 4-8-6 ,, 85 %	,, 4-3-6 ,, 85 %
,, Jabalpur Pessy ,, ..	,, 4-3-6 ,,	,, 4-1-0 ,,
,, Ahmedabad (Soft Red) ,, ..	,, 3-14-0 ,,	,, 3-12-6 ,,
	,, 5-7-0 ,, 75 %	,, 5-5-0 ,, 75 %
,, Hard Yellow ,, ...	,, 5-5-0 ,, 63 %	,, 5-2-6 ,, 63 %
	,, 5-2-6 ,, 50 %	,, 5-1-0 ,, 50 %
,, Delhi No. 1, White Pessy ,, ..	,, 4-7-0 ,,	,, 4-4-0 ,,
,, ,, Red ,, ...	,, 3-14-0 ,,	,, 3-12-0 ,,
,, Hard Red Khatha (75 %) ,, ...	,, 4-11-0 ,,	,, 4-7-6 ,,
,, Nagpore Khathi ,, ..	,, 3-14-0 ,,	,, 3-13-6 ,,
Opium, (Malwa) per chest, Old	,, 1,080	,, 1,080
,, ,, New	,, 1,025	,, 1,025
FREIGHTS.		
Liverpool—Cotton (per ton of 40 ft.) via Suez Canal, ,, ..	(Ready)	(Ready)
,, Seeds and Wheat ,, ..	£0 17s. 6d.	£0 18s. 0d.
London—Measurement cargo, P. & O. Co. ,, ..	£0 17s. 0d.	£0 18s. 0d.
,, Seeds & Wheat do. ,, ..	£1 8s. 9d.	£1 2s. 6d.
,, Measurement cargo ,, ..	£1 16s. 6d.	£0 16s. 6d.
,, Seeds & Wheat ,, ..	.....	.....
Havre—Measurement cargo ,, ..	.....	.....
,, Seeds & Wheat ,, ...	£0 17s. 6d.	£0 17s. 6d.
Antwerp—Measurement cargo ,, ..	£0 17s. 6d.	£0 17s. 0d.
,, Seeds & Wheat ,, ..	.....	£0 17s. 6d.
Hull ,, ...	.....	£0 17s. 0d.
Dunkirk ,, ..	.....	£0 18s. 0d.
Trieste & Venice—Measurement cargo ,, ...	£9 17s. 0d.	£0 17s. 0d.
,, Seeds & Wheat ,, ..	£0 19s. 0d.	£0 17s. 6d.
Marseilles—Measurement cargo ,, ...	£0 18s. 0d.	£0 16s. 6d.
,, Seeds & Wheat ,, ...	.....	£0 18s. 6d.
Genoa—Measurement cargo ,, ...	.....	£0 18s. 6d.
,, Seeds and Wheat ,, ..	.....	£0 18s. 0d.
Hamburg—Measurement Cargo ,, ...	.....	£0 17s. 0d.
,, Seeds and Wheat	£0 17s. 6d.	£0 17s. 6d.
China Steamer (P. & O.)	£0 16s. 6d.	£0 17s 6d.
Japan do. do.	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Australia	,, 17 to ,, 18	,, 17 to ,, 18
	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 5th August.	Week ending 12th August.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer	1s. 3 27/32d. Ready. 1s. 3 25/32d. Sept. 1s. 3¾d. Oct.-Dec.	1s. 3 27/32d. Ready. 1s. 3 27/32d. Aug.-Sept. 1s. 3 13/16d. Oct. 1s. 3 25/32d. Nov. 1s. 3¾d. Dec.
,, ,, Sight	1s. 3 27/32d.	1s. 3 27/32d.
,, ,, 3 m'ths' ,,	1s. 3⅞d.	1s. 3⅞d.
,, ,, 4 ,, ,,	1s. 3 29/32d.	1s. 3 29/32d.
,, ,, 6 ,, ,,	1s. 3 15/16d.	1s. 3 31/32d.
First-class Credits ... 3 ,, ,,	1s. 3 31/32d.	1s. 4d.
,, ,, ... 6 ,, ,,	1s. 4 1/16d.	1s. 4 3/32d.
Documents ... ... 3 ,, ,,	1s. 4d.	1s. 4d.
,, ... 6 ,, ,,	1s. 4 3/32d.	1s. 4⅛d.
Paris Francs Mercantile Bills... 3 ,, ,,	1·68	1·68¼
On Calcutta Bank Tel. Transfer.	100 1/32	100 1/16
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 142 per 100$; Shanghai, Rs. 186 per 100 Taels; Japan, Rs. 149 per 100 Yens.	Hongkong, Rs., 142½ per 100$; Shanghai, Rs. 186½ per 100 Taels; Japan, Rs. 149 per 100 Yens.
Eng. Bar Gold, 100 touch (per total)	Rs. 24-4-0	Rs. 24-4-0
Soverigns	,, 15-2-6	,, 15-3-0
Bar Silver (with duty) ...	,, 74-2-0 Ready; ,, 73-12-0 Forward.	,, 74-0-0 Ready; ,, 73-:0-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills, 60 days' Sight	5 per cent.	5 per cent.
,, of Interest on Demand Loans on Govt. Securities.	4 ,, ,,	4 ,,
Rate of Interest in the open Market on Government Paper ...	3 ,, ,,	3 ,,
Money Market	Money in more demand.	Money in moderate demand.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 95-10-0	Rs. 95-4-0
Three per cents.	,, 87-0-0 Nominal.	,, 87-0-0 Nominal
IMPORTS.		
PIECE GOODS— Market:	Very dull.	Unchanged.
7 lbs. 33 in. 37¼ yds. Grey Shrtgs. (per piece.)	Rs. 2-15-0	Rs. 2-15-0
8 lbs. 38 in. 37½-38 yds. ,, ,,	,, 3-5-0	,, 3-4-0
2½ to 3lbs. 28-29 in. 24yds. M'pollams ,,	,, 1-2-0	,, 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 7 to 7¼	As. 7 to 7¼
No. 30s Water ,, ,, ...	,, 6 to 7	,, 6 to 7
Copper Braziers, (in bundles) (per cwt.)	Rs. 45-4-0	Rs. 45-8-0
Yellow Metal, ,, ,,	,, 37-8-0	,, 37-12-0
Belgian No. 2 Bar Iron, (per candy of 746½ lbs.) ...	,, 31-8-0	,, 31-8-0
Basic Steel ,, ,, ...	,, 32-8-0	,, 32-8-0
Swedish Bar Iron, ,, ,, ...	,, 56-0-0	,, 55-0-0
Davison's West Hartley Coal, (per ton) alongside.	Ready. Forward.	Ready. Forward.
Welsh Hartley Coal, (per ton) ,,	..... Rs. 20-0-0	..... Rs. 20-0-0
Cardiff Coal ,, ,,	....	..... ,, 19-0-0
Japan, ,, ,, ,,	....	....
Bengal, ,, ,, ,,	Rs. 16-0-0 Rs. 15-8-0	....
Singarini Coal, (per ton) Rail delivery	,, 16-8-0 ,, 16-0-0	Rs. 16-8-0 Rs. 14-8-0 (1899)
	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

QUOTATIONS.	Week ending 5th August.	Week ending 12th August.
EXPORTS.		
COTTON— Market :	Quiet.	Quiet.
(Full pressed ; per candy of 784 lbs.)		
Broach ... ... Fine ...	Rs. 155 Ready	Rs. 150 Ready
,, ... F.G. ...	,, 153 ,,	.....
,, ... Good...	.....	Rs. 145 Ready
Barsee ... ... F.G. ...	Rs. 154 Ready	,, 148 ,,
,, ... Good...	,, 148 ,,	,, 142 ,,
Oomrawuttee, Good Staple ... ... Fine ...	.....	.....
,, ,, ... F.G. ...	Rs. 145 Ready	Rs. 144 Ready
,, ,, ... Good ...	,, 140 ,,	,, 140 ,,
Khandeish ... ... Fine ...	.....	.....
,, ... F.G. ...	Rs. 137 Ready	Rs. 135 Ready
,, ... Good...	,, 132 ,,	,, 130 ,,
Belatee ... ... Fine ...	,, 144 ,,	,, 142 ,,
,, ... F.G. ...	,, 140 ,,	,, 138 ,,
,, ... Good...	.....	.....
Dhollera ... ... Fine ...	Rs. 153 Ready	Rs. 150 Ready
,, ... F.G. ...	,, 143 ,,	,, 140 ,,
,, ... Good...	,, 139 ,,	,, 135 ,,
Bengals ... ... Fine ...	,, 142 ,,	,, 140 ,,
,, ... F.G. ...	,, 132 ,,	,, 130 ,,
,, ... Good...	,, 128 ,,	,, 125 ,,
Dharwar (S.G.) ... ... Good...	,, 150 ,,	,, 147 ,,
Westerns ... ... Good ..	,, 138 ,,	,, 136 ,,
Gingelly-seed, White (per cwt.)...	.....	.....
,, Mixed ,, ...	.....	.....
Linseed, Bold ,, ...	Rs. 5-15-0 Ready	Rs. 5-15-6 Ready
,, Small Seed ,, ...	,, 5-11-0 ,,	,, 5-12-0 ,,
Rape-seed, Gujerat Yellow ,, ..	,, 6-8-0 ,,	,, 6-8-0 ,,
,, Brown Delhi ,, ...	,, 5-11-6 ,,	,, 5-12-0 ,,
,, Yellow Cawnpore ,, ...	,, 5-10-6 ,,	,, 6-3-0 ,,
Poppy seed ,, ...	,, 6-7-0 ,,	,, 6-7-0 ,,
Groundnuts ,, ..	.....	.....
Castor-seed, Bold, Cawnpore ,, ...	.....	.....
,, Ordinary Quality, F.A.. ,, ...	Rs. 6-6-0 Ready	Rs. 6-6-0 Ready
Wheat, White Pessy ,, ..	,, 4-8-6 ,, 91 %	,, 4-3-0 ,, 90 %
	,, 4-3-6 ,, 85 %	,, 4-0-0 ,, 85 %
,, Jabalpur Pessy ,, ...	,, 4-1-0 ,,	,, 3-8-6 ,,
,, Ahmedabad (Soft Red) ,, ...	,, 3-10-0 ,,	,, 3-10-0 ,,
	,, 5-4-0 ,, 75 %	,, 5-6-0 ,, 75 %
,, Hard Yellow ,, ...	,, 5-1-6 ,, 63 %	,, 5-4-0 ,, 63 %
	,, 5-0-0 ,, 50 %	,, 5-2-0 ,, 50 %
,, Delhi No. 1, White Pessy ,, ...	,, 3-12-6 ,,	,, 4-4-0 ,,
,, ,, Red ,, ...	,, 3-9-0 ,,	,, 3-10-0 ,,
,, Hard Red Khatha (75 %) ,, ..	.....	.....
,, Nagpore Khathi ,, ...	Rs. 3-12-0 Ready	Rs. 3-12-6 Ready
Opium, (Malwa) per chest, Old	,, 1,100	,, 1,175
,, ,, ,, New	,, 1,025	,, 1,045
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.), via Suez Canal	£0 18s. 6d.	£0 19s. 0d.
,, Seeds and Wheat ,, ...	£0 17s. 6d.	£0 19s. 0d.
London—Measurement cargo, P. & O. Co. ,, ...	£1 2s. 6d.	£1 2s. 6d.
,, Seeds & Wheat do. ,, ..	£0 15s. 0d.	£0 15s. 0d.
,, Measurement cargo ,, ...	.....	.....
,, Seeds & Wheat ,, ..	.....	.....
Havre—Measurement cargo ,, ...	£0 18s. 0d.	£0 19s. 0d.
,, Seeds & Wheat ,, ...	£0 17s. 6d.	£0 19s. 0d.
Antwerp—Measurement cargo ,, ...	£0 17s. 6d.	£0 18s. 6d.
,, Seeds & Wheat ,, ...	£0 17s. 6d.	£0 18s. 0d.
Hull ,, ..	£0 18s. 6d.	£0 19s. 0d.
Dunkirk ,, ..	£0 17s. 6d.	£0 18s. 6d.
Trieste & Venice—Measurement cargo ,, ..	£0 17s. 6d.	£0 15s. 0d.
,, Seeds & Wheat ,, ...	£0 16s. 0d.	£0 13s. 0d.
Marseilles—Measurement cargo ,, ..	£0 17s. 0d.	£0 19s. 0d.
,, Seeds & Wheat ,, ..	£0 17s. 0d.	£0 19s. 0d.
Genoa—Measurement cargo ,, ..	£0 17s. 6d.	.....
,, Seeds & Wheat ,, ...	£0 16s. 6d.	.....
Hamburgh—Measurement Cargo ... ,, ...	£1 0s. 0d.	£0 19s. 0d.
,, Seeds and Wheat	£0 18s. 6d.	£0 19s. 0d.
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan ,, (do.)	,, 17 ,, 18	,, 17 to ,, 18
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 19th August.	Week ending 26th August.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer	1s. 3 27/32d. Ready. 1s. 3 27/32d. Sep.-Oct. 1s. 3 13/16d. Nov. 1s. 3 25/32d. Dec.	1s. 3 7/8d. Ready. 1s. 3 27/32d. Oct. 1s. 3 13/16d. Nov. 1s. 3 25/32d, Dec.
,, ,, Sight	1s. 3 7/8d.	1s. 3 7/8d.
,, ,, 3 m'ths' ,,	1s. 3 29/32d.	1s. 3 29/32d.
,, ,, 4 ,, ,,	1s. 3 15/16d.	1s. 3 15/16d.
,, ,, 6 ,, ,,	1s. 4d.	1s. 4d.
First-class Credits 3 ,, ,,	1s. 4d.	1s. 4d.
,, ,, ... 6 ,, ,,	1s. 4⅛d.	1s. 4⅛d.
Documents ... 3 ,, ,,	1s. 4 1/32d.	1s. 4 1/32d.
,, ... 6 ,, ,,	1s. 4 5/32d.	1s. 4 5/32d.
Paris Francs Mercantile Bills... 3 ,, ,,	1·68¼	1·68¼
On Calcutta Bank Tel. Transfer...	100 1/16	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 143 per 100 S; Shanghai, Rs. 139 per 100 Taels; Japan, Rs. 149 per 100 Yens.	Hongkong, Rs 143 per 100$; Shanghai, Rs. 139 per 100 Taels; Japan, Rs. 149 per 100 Yens.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-3-0	Rs. 24-3-6
Sovereigns...	,, 15-3-0	,, 15-3-0
Bar Silver (with duty) ...	,, 74-2-0 Ready ,, 73-13-0 Forward	,, 74-4-0 Ready ; ,, 74-2-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills, 60 days' Sight ...	5 per cent.	5 per cent.
,, of Interest on Demand Loans on Govt. Securities.	4 ,,	4 ,, ,,
Rate of interest in the open market on Govt. Paper ...	3 ,,	2½ ,, ,,
Money Market	Quiet.	Quiet.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 95-2-0	Rs. 94-10-0
Three per cents	,, 87-0-0 Nominal	,, 87-0-0 Nominal
IMPORTS.		
Piece Goods— Market :	Dull; sales difficult.	Dull.
7lbs. 33 in. 37½ yds. Grey Shrtgs. (per piece.)	Rs. 2-14-6	Rs. 2-14-6
8 lbs. 38 in. 37½-38 yds. ,,	,, 3-4-0	,, 3-4-0
2½ to 3lbs. 28-29 in. 24yds. M'pollams ,,	,, 1-2-0	,, 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 7 to 7¼	As. 7 to 7¼
No. 30s Water ,, ,, ...	,, 6 to 7	,, 6 to 7
Copper Braziers, (in bundles) (per cwt.)	Rs. 46-0-0	Rs. 46 0-0
Yellow Metal, ,, ,,	,, 38-0-0	,, 38-0-0
Belgian No, 2 Bar Iron, (per candy of 746½ lbs.)	,, 31-8-0	,, 31-8-0
Basic Steel ,, ,, ...	,, 32-8-0	,, 32-8-0
Swedish Bar Iron, ,, ,, ...	,, 55-0-0	,, 56-0-0
Davison's West Hartley Coal, (per ton) alongside.	Ready. Forward. ..... Rs. 20-8-0	Ready. Forward. ..... Rs. 20-8-0
Welsh Hartley Coal, (per ton) ,,	....	....
Cardiff Coal, ,, ,,	....	....
Japan ,, ,, ,,	....	..... Rs. 15-8-0
Bengal ,, ,, ,,	Rs. 16-8-0 Rs. 16-0-0	Rs. 16-8-0 ,, 16-0-0
Singarini ,, (per ton) Rail delivery.	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 19th August.	Week ending 26th August.
EXPORTS.		
COTTON— Market:	Quiet.	Rather steadier.
(Full—pressed; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 142 Ready.	Rs. 143 Ready
" ... ... F.G....	" 140 "	" 140 "
" ... ... Good..	" 138 "	" 136 "
Barsee ... ... F.G....	" 140 "	" 140 "
" ... ... Good..	" 135 "	" 135 "
Oomrawuttee, Good Staple ... ... Fine....	.....	.....
" " ... ... F.G...	Rs. 135 Ready	Rs. 133 Ready
" " ... ... Good...	" 130 "	" 128 "
Khandeish ... ... Fine....	...	.....
" ... ... F.G....	Rs. 125 Ready	Rs. 124 Ready
" ... ... Good...	" 120 "	" 118 "
Belatee ... ... Fine...	" 132 "	" 130 "
" ... ... F.G. ...	" 128 "	" 125 "
" ... ... Good...	.....	" 120 "
Dhollera ... ... Fine...	Rs. 150 Forward	" 152 15th to 25th May.
" ... ... F.G ..	" 132 Ready	" 133 Ready
" ... ... Good..	" 126 "	" 128 "
Bengals ... ... Fine...	" 135 "	" 134 "
" .. .. F.G....	" 125 "	" 123 "
" ... ... Good...	" 121 "	" 118 "
Dharwar (S.G.) ... ... Good..	" 138 "	" 138 "
Westerns .. .. Good...	" 129 "	" 126 "
Gingelly-seed, White (per cwt.)...	.....	.....
" Mixed " ...	.....	.....
Linseed, Bold " ...	Rs 6-0-0 Ready	Rs. 6-1-6 Ready
" Small Seed " ..	" 5-12-0 "	" 5-13-6 "
Rape-seed, Gujerat Yellow " ...	" 6-8-0 "	" 6-9-0 "
" Brown Delhi " ...	" 5-12 0 "	" 5-14-3 "
" Yellow Cawnpore " ..	" 6-4-0 "	" 6-5-6 "
Poppy-seed " ..	" 6-7-6 "	" 6-10-0 "
Groundnuts " ..	.....	... ..
Castor-seed, Bold, Cawnpore " ..	.....	....
" Ordinary Quality, F.A. " ...	Rs. 6-6-0 Ready	Rs. 6-7-0 Ready
Wheat, White Pessy "	" 4-4-0 " 91 %	" 4-6-0 " 91 %
	" 4-1-0 " 85 %	" 4-3-4 " 85 %
" Jabalpur Pessy " ..	" 3-10-6 "	" 3-12-0 "
" Ahmedabad (Soft Red) " ..	" 3-11-0 "	" 3-13-0 "
	" 5-2-6 " 75 %	" 5-2-6 " 75 %
" Hard Yellow "	" 5-0-0 " 63 %	" 5-0-0 " 63 %
	" 4-13 6 " 50 %	" 4-13-6 " 50 %
" Delhi No. 1, White Pessy " ..	" 4-6-0 "	" 4-6-0 "
" " Red " ..	" 3-9-0 "	" 3-12-6
" Hard Red Khatha (75 %) " ..	...	....
" Nagpore Khathi " ..	Rs. 3-12-6 Ready	Rs. 3-13-0 Ready
Opium, (Malwa) per chest, Old	" 1,120	" 1,150
" " " New...	" 1,045	" 1,085
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal.	£1 0s. 0d.	£1 0s. 0d.
" Seeds and Wheat " ...	£0 19s. 0d.	£1 0s. 0d.
London—Measurement cargo, P. & O. Co. " ...	£1 2s. 6d.	£1 2s. 6d.
" Seeds and Wheat do. " ...	£0 15s. 0d.	£0 16s. 0d.
" Measurement cargo " ..	.....	.....
" Seeds and Wheat " ..	.....	.....
Havre—Measurement cargo " ..	£0 19s. 0d.	£0 19s. 6d.
" Seeds and Wheat " ...	£0 19s. 0d.	£0 19s. 6d.
Antwerp—Measurement cargo " ..	£0 19s. 0d.	£0 19s. 6d.
" Seeds and Wheat " ..	£0 19s. 0d.	£0 19s. 6d.
Hull " ..	£0 19s. 0d.	£0 19s. 0d.
Dunkirk " ..	£0 19s. 0d.	£0 19s. 6d.
Trieste and Venice—Measurement cargo " ...	£0 17s. 6d.	£1 18s. 0d.
" " Seeds and Wheat " ..	£0 16s. 0d.	£1 17s. 6d.
Marseilles—Measurement cargo " ..	£0 19s. 0d.	£1 0s. 0d.
" Seeds & Wheat " ..	£0 19s 0d.	£1 0s. 0d.
Genoa—Measurement cargo " ..	.....	.....
" Seeds and Wheat " ...	.....	.....
Hamburg—Measurement cargo " ...	£0 19s. 0d.	£1 0s. 0d.
" Seeds and Wheat	£0 18s. 6d.	£1 0s. 0d.
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan " (do.)	" 17	" 17
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 2nd September.	Week ending 9th September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 3 7/8d. Ready. 1s. 3 7/8d. Oct. 1s. 3 27/32d. Nov. 1s. 3 13/16d. Dec.	1s. 3 31/32d. Ready. 1s. 3 15/16d. Oct.-Nov. 1s. 3 29/32d. Dec.
„ „ Sight	1s. 3 29/32d.	1s. 4d.
„ „ 3 m'ths' „	1s. 3 15/16d.	1s. 4 1/32d.
„ „ 4 „ „	1s. 3 31/32d.	1s. 4 1/16d.
„ „ 6 „ „	1s. 4 1/32d.	1s. 4 3/32d.
First-class Credits... 3 „ „	1s. 4 1/32d.	1s. 4 ⅛d.
„ „ ... 6 „ „	1s. 4 5/32d.	1s. 4 ¼d.
Documents ... 3 „ „	1s. 4 1/16d.	1s. 4 5/32d.
„ ... 6 „ „	1s. 4 3/16d.	1s. 4 9/32d.
Paris Francs Mer'tile Bills 3 „ „	1·68¾	1·69¾
On Calcutta Bank Tel. Transfer...	100 1/16	100 3/32
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 143 per 100S; Shanghai, Rs. 139 per 100 Taels; Japan, Rs. 149 per 100 Yens.	Hongkong, Rs. 143 per 100 $; Shanghai, Rs. 139 per 100 Taels; Japan, Rs. 147½ per 100 Yens.
Eng. Bar Gold, 100 touch (per tola).	Rs. 24-3-0	Rs. 24-1-6
Sovereigns	„ 15-3-0	„ 15-2-0
Bar Silver (with duty) ...	„ 74-8-0 Ready; „ 74-10-0 Forward.	„ 74-11-0 Ready; „ 74-14-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills, 60 days' Sight.	5 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „ „	4 „
Rate of Interest in the open Market on Govt. Paper... ...	2½ „ „	2½ „
Money Market	Quiet.	Money in more demand.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 94-13-0	Rs. 93-15-0
Three per cents	„ 87-0-0 Nominal	„ 87-0-0 Nominal.
IMPORTS.		
Piece Goods— Market:	Dull; prices tending downward.	Dull.
7lbs. 33 in. 37½ yds. Grey Shrtgs, (per piece)	Rs. 2-14-0	Rs. 2-14-0
3lbs. 38 in. 37½-38yds. „ „	„ 3-4-0	„ 3-4-0
2½ to 3lbs. 28-29 in. 24yds. M'pollams „	„ 1-2-0	„ 1-2-0
No. 40s Mule Twist (per lb.) ...	As. 7 to 7¼	As. 7 to 7¼
No. 30s Water „ „ ...	„ 6 to 7	„ 6 to 7
Copper Braziers, (in bundles) per cwt.	Rs. 45-12-0	Rs. 46-4-0
Yellow Metal, „ (do.)	„ 37-12-0	„ 38-4-0
Belgian No. 2 Bar Iron, (per candy of 746½ lbs.)	Rs. 31-0-0	Rs. 31-4-0
Basic Steel „ „ ...	„ 32-8-0	„ 32-8-0
Swedish Bar Iron „ „ ...	„ 56-0-0	„ 55-8-0
Davison's West Hartley Coal (per ton) alongside.	Ready ..... Forward Rs. 20-0-0	Ready ..... Forward Rs. 19-0-0
Welsh Hartley Coal, (per ton) „	....	....
Cardiff Coal, „ „	....	..... Rs. 21-0-0
Japan Coal, „ „	....	....
Bengal Coal, „ „	Rs. 16-8-0 Rs. 15-8-0	Rs. 16-4-0 Rs. 15-8-0
Singarini Coal, (per ton) Rail delivery.	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

QUOTATIONS.	Week ending 2nd September.	Week ending 9th September.
EXPORTS.		
COTTON— Market :	Steady.	Steady.
(Full-pressed ; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 145 Ready	Rs. 161 Forward
" ... ... F.G...	" 140 "	" 143 Ready
" ... ... Good...	" 137 "	" 137 "
Barsee ... ... F.G....	" 141 "	" 145 "
" ... ... Good...	" 136 "	" 138 "
Oomrawuttee, Good Staple ... Fine...	.....	.....
" " ... ... F.G...	Rs. 135 Ready	Rs. 134 Ready
" " ... ... Good...	" 130 "	" 128 "
Khandeish ... ... Fine ...	.....	.....
" ... ... F.G. ...	Rs. 124 Ready	Rs. 123 Ready
" ... ... Good...	" 119 "	" 118 "
Belatee ... ... Fine ...	" 132 "	" 138 Forward
" ... ... F.G. ...	" 128 "	" 125 Ready
" ... ... Good...	" 124 "	.....
Dhollera ... ... Fine ...	" 153 May	Rs. 152 Forward
" ... ... F.G. ...	" 130 Ready	" 128 Ready
" ... ... Good ..	" 124 "	" 122 "
Bengals ... ... Fine ...	" 134 "	" 135 "
" ... ... F.G. ...	" 124 "	" 122 "
" ... ... Good...	" 120 "	" 118 "
Dharwar (S.G.) ... ... Good ...	" 138 "	" 136 "
Westerns .. .. Good ..	" 126 "	" 126 "
Gingelly-seed, White ... . (per cwt.) ...	" 8-0-0 Forward	" 7-12-0 Forward
" Mixed " ...	" 7-8-6 "	" 7-4-0 "
Linseed, Bold " ...	" 6-1-0 Ready	" 5-15-6 Ready
" Small Seed " ...	" 5-14-0 "	" 5-14 0 "
Rape-seed, Gujerat Yellow " ...	" 6-9-0 "	" 6-8-0 "
" Brown Delhi " ...	" 5-11-0 "	" 5-12-0 "
" Yellow Cawnpore " ...	" 6-5-0 "	" 6-3-6 "
Poppy-seed " ...	" 6-11-0 "	" 6-13-0 "
Groundnuts " ...	.....	....
Castor-seed, Bold Cawnpore " ...	...	.....
" Ordinary Quality, F. A. " ...	Rs. 6-7-6 Ready	Rs. 6-7-0 Ready
Wheat, White Pessy "	" 4-9-0 " 91 %	" 4-6-0 " 91 %
	" 4-6-0 " 85 %	" 4-0-0 " 85 %
" Jabalpur Pessy " ...	" 3-15-0 "	" 3-8-0 "
" Ahmedabad (Soft Red) " ...	" 3-12 0 "	" 3-10-0 "
" Hard Yellow "	" 5-6-6 " 75 %	" 4-13-6 " 75 %
	" 4-14-0 " 63 %	" 4-11-0 " 63 %
	" 4-10-0 " 50 %	" 4-9-0 " 50 %
" Delhi No. 1, White Pessy " ...	" 4-4-0 "	" 4-1-6 "
" " Red " ...	" 3-13-0 "	" 3-11-6 "
" Hard Red Khatha (75 %) " ...	.....	.....
" Nagpore Khathi " ...	Rs. 3-14-0 Ready	Rs. 3-11-6 Ready
Opium, (Malwa) per chest, Old " ...	" 1,150	" 1,150
" " " New " ...	" 1,100	" 1,100
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.), via Suez Canal " ...	£0 19s. 0d.	£1 0s. 0d.
" Seeds and Wheat " ...	£0 18s. 6d.	£0 19s. 0d.
London—Measurement cargo P. & O. Co. " ...	£1 2s. 6d.	£1 5s. 0d.
" Seeds & Wheat do. " ...	£0 15s. 0d.	£0 16s. 0d.
" Measurement cargo " ...	.....	....
" Seeds and Wheat " ...	.....	....
Havre—Measurement cargo " ...	£0 19s. 0d.	£1 0s. 0d.
" Seeds & Wheat " ...	£0 19s. 0d.	£0 19s. 0d.
Antwerp—Measurement cargo " ...	£1 0s. 0d.	.....
" Seeds & Wheat " ...	£0 19s. 6d.	.....
Hull " ...	£0 19s. 0d.	£0 18s. 6d.
Dunkirk " ...	£0 19s. 0d.	.....
Trieste & Venice—Measurement cargo " ...	£1 0s. 0d.	£1 0s. 0d.
" Seeds & Wheat " ...	£0 18s. 6d.	£0 18s. 6d.
Marseilles—Measurement cargo " ...	£0 18s. 6d.	£0 19s. 0d.
" Seeds & Wheat " ...	£0 18s. 6d.	£0 19s. 0d.
Genoa—Measurement cargo " ...	.....	.....
" Seeds and Wheat " ...	.....	.....
Hamburg—Measurement Cargo " ...	£1 0s. 0d.	.....
" Seed & Wheat	£0 19s. 6d.	.....
China Steamer (P. & O.)...	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan " (do.)	" 17	" 17
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 16th September.	Week ending 23rd September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4d. Ready 1s. 3 31/32d. Oct. 1s. 3 15/16d. Nov. 1s. 3 29/32d. Dec.	1s. 3 15/16d. Ready 1s. 3 15/16d. Oct. 1s. 3 29/32d. Nov. 1s, 3 7/8d. Dec.
„ „ Sight	1s. 4 1/32d.	1s. 3 15/16d.
„ „ 3 m'ths' „	1s. 4 1/16d.	1s. 3 31/32d.
„ „ 4 „ „	1s. 4 3/32d.	1s. 4d.
„ „ 6 „ „	1s. 4⅛d.	1s. 4 1/16d.
First-class Credits 3 „ „	1s. 4 5/32d.	1s. 4 3/32d.
„ „ 6 „ „	1s. 4¼d.	1s. 4¼d.
Documents ... ... 3 „ „	1s. 4 3/16d.	1s. 4⅛d.
„ 6 „ „	1s. 4 9/32d.	1s. 4 9/32d.
Paris Francs Mercantile Bills... 3 „ „	1·69¾	1·69¾
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 143 per 100$; Shanghai, Rs. 189 per 100 Taels; Japan, Rs. 147½ per 100 Yens.	Hongkong, Rs. 145 per 100$; Shanghai, Rs. 190 per 100 Taels; Japan, Rs. 148 per 100 Yens.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-0-0	Rs. 24-3-0
Sovereigns	„ 15-1-0	„ 15-2-6
Bar Silver (with duty) ...	„ 74-12-0 Ready, „ 74-13-0 Forward	„ 75-14-0 Ready; „ 75-14-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills 60 days' Sight...	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities	4 „	4 „
Rate of Interest in the open Market on Govt. Paper	2½ „	2½ „
Money Market	Quiet.	Quiet.
GOVERNMENT SECURITIES.		
Three-and a-half per cents. ...	Rs. 94-2-0	Rs. 94-13-0
Three per cents	„ 87-0-0 Nominal.	„ 87-0-0
IMPORTS.		
Piece Goods— Market:	Dull.	Improving.
2 lbs.33in.37½yds.Grey Shrtgs,(per piece)	Rs. 2-14-0	Rs. 2-14-0
8 lbs. 38 in. 37½-38 yds. „ „	„ 3 4-0	„ 3-4-0
7½ to 8lbs.28-29 in. 24yds. Madapollams,	„ 1-2-0	„ 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 7 to 7¼	As. 7 to 7¼
No. 30s Water „ „ ...	„ 6 to 6¾	„ 6 to 6¾
Copper Braziers, (in bundles)(per cwt)	Rs. 46-4-0	Rs. 46-6-0
Yellow Metal, „ „	„ 38-4-0	„ 38-4-0
Belgian No. 2 Bar Iron, (per candy of 746½ lbs.)	„ 31-0-0	„ 31-0-0
Basic Steel „ „ ...	„ 32-0-0	„ 32-0-0
Swedish Bar Iron, „ „ ...	„ 54-8-0	„ 54-8-0
Davison's West Hartley Coal (per ton) alongside,	Ready ..... Forward Rs. 20-0-0	Ready ..... Forward. Rs. 20-0-0
Welsh Hartley Coal, (per ton) „	....	....
Cardiff Coal, „ „	..... Rs. 21-0-0	..... Rs. 21-8-0
Japan „ „	....	....
Bengal „ „	Rs. 16-12-0 Rs. 15-8-0	Rs. 17-0-0 Rs. 16-4-0
Singarini Coal, (per ton) Rail delivery...	....	....

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 16th September.	Week ending 23rd September.
EXPORTS.		
COTTON— Market :	Dull.	Steady.
(Full-pressed ; per candy of 784 lbs.)		
Broach ... ...Fine...	Rs. 142 Ready	Rs. 145 Ready
" ... ...F.G...	" 138 "	" 140 "
" ... ...Good..	" 155 Forward	" 154 Forward
Barsee ... ...F.G...	" 141 Ready	" 143 Ready
" .. ..Good..	" 135 "	" 137 "
Oomrawuttee, Good Staple ... ...Fine ..	.....	.....
" " ... ..F.G. ..	Rs. 133 Ready	Rs. 134 Ready
" " ... ...Good...	" 128 "	" 129 "
Khandeish .. ..Fine ...	.....	.....
" ... ...F.G. ...	Rs. 124 Ready	Rs. 124 Ready
" ... .Good...	" 118 "	" 118 "
Belatee ... ...Fine ...	" 132 "	" 133 "
" ... ...F.G. ...	" 126 "	" 127 to 128 "
" ... ...Good..	.....	.....
Dhollera ... .Fine ...	Rs. 136 Ready	Rs. 136 Ready
" ... .F.G. ..	" 128 "	" 128 "
" ... .Good...	" 123 "	" 123 "
Bengals ... ...Fine ...	" 134 "	" 135 "
" ... ...F.G. ...	" 122 "	" 123 "
" ... ...Good ...	" 125 Forward	" 122 Forward
Dharwar (S.G.)... ... .Good...	" 135 Ready	" 135 Ready
Westerns, ...Good..	" 127 "	" 126 "
Gingelly-Seed, White ... ... (per cwt.)...	" 7-14-0 Forward	" 7-13-0 Forward
" Mixed " ..	" 7-1-0 "	" 7-1-0 "
Linseed, Bold " ..	" 5-15-6 Ready	" 6-0-0 Ready
" Small Seed " ...	" 5-13-0 "	" 5-13-0 "
Rape-seed, Gujerat Yellow " ..	" 6-10-0 "	" 6-3-0 "
" Brown Delhi " ...	" 5-13-0 "	" 5-8-0 "
" Yellow Cawnpore " ..	" 6-3-0 "	" 6-2-0 "
Poppy-seed " ...	" 6-13-0 "	" 6-13-6 "
Groundnut " ..	.....	.....
Castor-seed, Bold Cawnpore " ...	.....	.....
" Ordinary Quality, F.A. " ..	Rs. 6-2-0 Ready	Rs. 6-4-0 Ready
Wheat, White Pessy " ...	" 4-9-0 " 91 %	" 4-4-0 " 91 %
	" 4-1-6 " 85 %	" 3-15-6 " 85 %
" Jabalpur Pessy " ...	" 3-5-0 "	" 3-8-0 "
" Ahmedabad (Soft Red) " ...	" 3-12-0 "	" 3-12-6 "
	" 4-14-0 " 75 %	..... 75 %
" Hard Yellow " ..	" 4-12-0 " 63 %	Rs. 4-14-0 Ready 63 %
	" 4-10-0 " 50 %	" 4-11-6 " 50 %
" Delhi No. 1, White Pessy " ..	" 4-1-6 "	" 4-1-6 "
" " Red " ...	" 3-12-6 "	" 3-11-6 "
" Hard Red Khatha (75%) " ..	.....	.....
" Nagpore Khathi " ..	Rs. 3-12-0 Ready	Rs. 3-12-6 Ready
Opium, (Malwa) per chest, Old	" 1,150	" 1,150
" " New	" 1,075	" 1,075
FREIGHTS.	(Ready)	Ready
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£1 0s. 0d.	£1 0s. 0d.
" Seeds & Wheat " ...	£0 18s. 0d.	£0 19s. 0d.
London—Measurement cargo P. & O. Co. " ..	£1 5s. 0d.	£1 5s. 0d.
" Seeds & Wheat do. " ..	£0 16s. 0d.	£0 15s. 6d.
" Measurement cargo " ...	.....	.....
" Seeds and Wheat " ..	.....	.....
Havre—Measurement cargo " ..	£0 19s. 0d.	.....
" Seeds and Wheat " ..	£0 18s. 6d.	.....
Antwerp—Measurement cargo " ..	£0 19s. 0d.	£0 19s. 0d.
" Seeds & Wheat " ...	£0 18s. 0d.	£0 18s. 6d.
Hull " ..	£0 18s. 0d.	£0 18s. 6d.
Dunkirk " ..	£0 18s. 0d.	£0 18s. 6d.
Trieste & Venice—Measurement cargo " ..	£1 0s. 0d.	£0 18s. 6d.
" " Seeds & Wheat " ..	£0 18s. 6d.	.....
Marseilles—Measurement cargo " ..	£0 18s. 0d.	.....
" Seeds & Wheat " ..	£0 18s. 0d.	.....
Genoa—Measurement cargo " ...	.....	.....
" Seeds & Wheat " ...	.....	.....
Hamburg—Measurement cargo " ...	£0 19s. 0d.	.....
" Seeds and Wheat	£0 18s. 6d.	.....
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan " do.	" 17	" 17
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 30th September.	Week ending 7th October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer.	1s. 3 29/32d. Ready. 1s. 3 7/8d. Nov. 1s. 3 27/32d. Dec.	1s. 3 15/16d. Ready. 1s. 3 29/32d. Oct. 1s. 3 7/8d. Nov. 1s. 3 27/32d.
„ „ Sight	1s. 3 15/16d.	1s. 3 15/16d.
„ „ 3 m'ths' „	1s. 3 31/32d.	1s. 4d.
„ „ 4 „ „	1s. 4d.	1s. 4 1/16d.
„ „ 6 „ „	1s. 4 1/16d.	1s. 4 3/32d.
First-class Credits ... 3 „ „	1s. 4 3/32d.	1s. 4 3/32d.
„ „ ... 6 „ „	1s. 4 7/32d.	1s. 4 7/32d.
Documents ... 3 „ „	1s. 4 1/8d.	1s. 4 1/8d.
„ ... 6 „ „	1s. 4 1/4d.	1s. 4 1/4d.
Paris Francs Mercantile Bills... 3 „ „	1·69 3/4	1·69 3/4
On Calcutta Bank Tel. Transfer..	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 145 per 100 $; Shanghai, Rs. 192 per 100 Taels; Japan, Rs. 148 per 100 Yens.	Hongkong, Rs. 143 per 100 $; Shanghai, Rs. 193 per 100 Taels; Japan, Rs. 148 per 100 Yens.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-2-0	Rs. 24-2-0
Sovereigns	„ 15-2-6	„ 15-3-0
Bar Silver (with duty)	Rs. 75-12-0 Ready; „ 75-14-0 Forward.	„ 71-9-0 Ready; „ 71-10-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills 60 days' Sight...	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „ „	4 „ „
Rate of Interest in the open Market on Govt. Paper ...	2½ „ „	2½ „ „
Money Market	Quiet.	Quiet.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents ...	Rs. 94-13-0	Rs. 94-12-0
Three per cents	„ 87-0-0 Nominal.	„ 87-0-0 Nominal.
IMPORTS.		
Piece Goods— Market :	Quiet.	Steady.
7 lbs. 33 in. 37½ yds. Grey Shrtgs, (per piece)	Rs. 2-14-0	Rs. 2-14-0
8 lbs. 38 in. 37¼-38 yds. „ „	„ 3-4-0	„ 3-4-0
2½ to 2 lbs. 28-29 in. 24 yds. M'pollams „	„ 1-2-0	„ 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 7 to 7¼	As. 7 to 7¼
No. 30s Water, „ „ ...	„ 6 to 6¾	„ 6 to 6¾
Copper Braziers, (in bundles) per cwt.	Rs. 47-4-0	Rs. 47-6-0
Yellow Metal, („) „ ...	„ 38-4-0	„ 38-4-0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	„ 31-0-0	„ 31-4-0
Basic Steel „ „ „ ...	„ 32-0-0	„ 32-8-0
Swedish Bar Iron, „ „ ...	„ 55-0-0	„ 55-8-0
Davison's West Hartley Coal, (per ton) alongside.	Ready ..... Forward. Rs. 18-12-0	Ready ..... Forward. Rs. 19-8-0
Welsh Hartley Coal „ „ ...	....	....
Cardiff Coal, („) „ ...	..... Rs. 22-0-0	..... Rs. 22-0-0
Japan („) „ ...	Rs. 16-4-0 „ 15-12-0	....
Bengal („) „ ...	„ 17-0-0 „ 16-0-0	Rs. 16-14-0 Rs. 15-14-0
Singarini Coal, (per ton) Rail delivery...	....	„ 15-0-0 „ 14-4-0

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 30th September.	Week ending 7th October.
EXPORTS.		
Cotton— Market:	Steady.	Steady.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine ..	Rs. 145 Ready.	Rs. 145 Ready
,, ... F.G. ..	.....	,, 140 ,,
,, ... Good ..	Rs. 130 Ready.	,, 155 Forward
Barsee .. .. F.G. ..	,, 143 ,,	,, 142 Ready
,, ... Good ..	,, 137 ,,	,, 138 ,,
Oomrawuttee, Good Staple, ... Fine ..	.....	.....
,, ,, ... F.G. ..	Rs. 134 Ready	Rs. 134 Ready
,, ,, ... Good..	,, 129 ,,	,, 128 ,,
Khandesh .. .. Fine ...	.....	.....
,, ... F.G. ...	Rs. 125 Ready	Rs. 125 Ready
,, ... Good...	,, 120 ,,	,, 120 ,,
Belatee ... ... Fine ...	,, 134 ,,	,, 136 Forward
,, ... F.G. ...	,, 129 ,,	,, 128 Ready
,, ... Good...	.....	.....
Dhollera ... ... Fine...	Rs. 136 Ready.	Rs. 135 Ready
,, ... F.G. ...	,, 128 ,,	,, 128 ,,
,, ... Good...	,, 123 ,,	,, 122 ,,
Bengals ... ... Fine...	,, 135 ,,	,, 135 ,,
,, ... F.G....	,, 123 ,,	,, 123 ,,
,, ... Good...	,, 122 Forward.	,, 122 Forward
Dharwar (S.G.) ... . Good...	,, 136 Ready	,, 135 Ready
Westerns, ... Good..	Nominal	Nominal
Gingelly-seed, white .. .. (per cwt.)..	Rs. 7-14-0 Ready	Rs. 7-14-0 Ready
,, Mixed ,, ..	,, 7-0-6 ,,	,, 7-0-0 ,,
Linseed, Bold ,, ..	,, 6-4-0 ,,	,, 6-3-0 ,,
,, Small Seed ,, ...	,, 6-2-0 ,,	,, 6-1-0 ,,
Rape-seed, Gujerat Yellow ,, ..	,, 6-5-0 ,,	,, 6-5-0 ,,
,, Brown Delhi ,, ..	,, 5-10-6 ,,	,, 5-11-6 ,,
,, Yellow Cawnpore ,, ...	,, 6-2-0 ,,	,, 6-1-0 ,,
Poppy-seed ,, ...	,, 6-15-0 ,,	,, 6-15-0 ,,
Groundnuts ,, ..	,, 6-11-0 Forward.	.....
Castor-seed, Bold Cawnpore ,, ...	.....	...
,, Ordinary Quality F.A. ,, ...	Rs. 6-3-0 Ready	Rs. 6-0-0 Ready
Wheat, White Pessy ,, ...	,, 4-6-0 ,, 91 %	,, 4-9-0 ,, 91 %
	,, 4-1-6 ,, 85 %	,, 4-4-0 ,, 85 %
,, Jabalpur Pessy ,, ...	,, 3-12-6 ,,	,, 3-10-0 ,,
,, Ahmedabad (Soft Red) ,, ..	.....	,, 3-9-0 ,,
	Rs. 5-6-6 Ready 75 %	,, 5-4-0 ,, 75 %
,, Hard Yellow ,, ...	,, 5-4-0 ,, 63 %	,, 5-2-0 ,, 63 %
	,, 5-2-0 ,, 50 %	,, 5-0-0 ,, 50 %
,, Delhi No. 1, White Pessy ,, ..	,, 4-4-0 ,,	,, 4-4-0 ,,
,, ,, Red ,, ..	,, 3-12-6 ,,	,, 3-12-6 ,,
,, Hard Red Khatha (75 %) ,, ..	,, 5-6-0 ,,	.....
,, Nagpore Kahthi ,, ..	,, 4-1-0 ,,	Rs. 4-1-0 Ready
Opium, (Malwa) per chest, Old	Rs. 1,110	,, 1,110
,, ,, ,, New	,, 1,015	,, 1,040
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton (per ton of 40 ft.), via Suez Canal	£1 0s. 0d.	£1 0s. 0d.
,, Seeds & Wheat ,, ..	£0 19s. 0d.	£0 19s. 0d.
London—Measurement cargo, P &O.Co. ,, ..	£1 5s. 0d.	£1 5s. 0d.
,, Seeds & Wheat do. ,, ..	£0 16s. 0d.	£0 16s. 6d.
,, Measurement cargo ,, ..	...	....
,, Seeds and Wheat ,, ..	.....	.....
Havre—Measurement cargo ,, ...	....	£0 19s. 6d.
,, Seeds and Wheat ,, ..	.....	£0 19s. 0d.
Antwerp—Measurement cargo ,, ..	£1 0s. 0d.	£0 19s. 0d.
,, Seeds and Wheat ,, ..	£0 18s. 9d.	£0 18s. 6d.
Hull ,, ..	£0 19s. 0d.	.....
Dunkirk ,, ...	£0 18s. 9d.	£0 19s. 0d.
Trieste & Venice—Measurement cargo ,, ..	£1 0s. 0d.	£1 0s. 0d.
,, ,, Seeds & Wheat ,, ..	£0 18s. 6d.	£0 18s. 6d.
Marseilles—Measurement cargo ,, ..	£0 18s. 9d.	£0 18s. 0d.
,, Seeds & Wheat ,, ..	£0 18s. 0d.	£0 18s. 0d.
Genoa—Measurement cargo ,, ...	£0 19s. 0d.	£0 17s. 6d.
,, Seeds and Wheat ,, ...	£0 18s. 0d.	£0 16s. 6d.
Hamburg—Measurement Cargo ,, ...	£0 19s. 0d.	£0 19s. 0d.
,, Seeds & Wheat ,, ...	£0 18s. 6d.	£0 18s. 6d.
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan do. (do.)	,, 17	,, 17
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 14th October.	Week ending 21st October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer.	1s. 3 15/16d. Ready. 1s. 3 29/32d. November. 1s. 3 ¾d. December. 1s. 3 27/32d. January. 1s. 3 25/32 1. February.	1s. 3 15/16d. Ready. 1s. 3 15/16d. November. 1s. 3 29/32d. December. 1s. 3 27/32d. January.
„ „ Sight	1s. 3 31/32d.	1s. 3 31/32d.
„ „ 3 m'ths' „	1s. 4 1/32d.	1s. 4 1/32d.
„ „ 4 „ „	1s. 4 1/16d.	1s. 4 1/16d.
„ „ 6 „ „	1s. 4⅛d.	1s. 4 5/32d.
First-class Credits ... 3 „ „	1s. 4 5/32d.	1s. 4 3/16d.
„ „ ... 6 „ „	1s. 4 5/16d.	1s. 4 5/16d.
Documents ... 3 „ „	1s. 4 3/16d.	1s. 4 7/32d.
„ ... ... 6 „ „	1s. 4 11/32d.	1s. 4 11/32d.
Paris Francs Mercantile Bills... 3 „ „	1·70¼	1·70¾
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 141½ per 100 $; Shanghai, Rs. 192 per 100 Taels; Japan, Rs. 149 per 100 Yens.	Hongkong, Rs. 142½ per 100 $; Shanghai, Rs. 192½ per 100 Tales; Japan, Rs. 148 per 100 Yens.
Eng. Bar. Gold, 100 touch (per tola).	Rs. 24-2-0	Rs. 24-1-6
Sovereigns	„ 15-2-0	„ 15-2-0
Bar Silver (with duty) ...	„ 74-2-0 Ready; „ 74-2-0 Forward.	„ 75-0-0 Ready; „ 74-8-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills 60 days' sight	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „ „	4 „
Rate of Interest in the open Market on Government Paper.	2½ „ „	2½ „
Money Market	Very quiet.	Quiet and easy.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 94-6-0	Rs. 94-1-0
Three per cents	„ 87-0-0 Nominal.	„ 87-0-0 Nominal.
IMPORTS.		
Piece Goods— Market:	Quiet.	Quiet.
7lbs. 33 in. 37½ yds. Grey Shrtgs., (per piece)	Rs. 2-13-6	Rs. 2-13-0
8 lbs 38 in. 37½-38 yds. „ „	„ 3-4-0	„ 3-3-0
2½ to 3lbs. 28-29 in. 24 yds. M'pollams „	„ 1-2-0	„ 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 7 to 7¼	As. 6¾ to 7¼
No. 30s Water. „ „ ...	„ 6 to 6¾	„ 5¾ to 6¼
Copper Braziers. (in bundles) per cwt..	Rs. 47-10-0	Rs. 47-10-0
Yellow Metal „ „	„ 39-0-0	„ 39-0-0
Belgian No. 2 Bar Iron, (per candy of 746½ lbs.)	„ 32-0-0	„ 32-0-0
Basic Steel „ „ ...	„ 33-0-0	„ 34-0-0
Swedish Bar Iron, „ „ ...	„ 56-0-0	„ 56-0-0
Davison's West Hartley Coal, (per ton alongside).	Ready ..... Forward Rs. 19-8-0	(Ready) ..... (Forward) Rs. 19-8-0
Welsh Hartley Coal, (per ton) „	....	....
Cardiff Coal, „ „	..... Rs. 22-0-0	Rs. 22-8-0 Rs. 21-8-0
Japan „ „	....	....
Desharghur Bengal „ „	Rs. 17-4-0 Rs. 16-12-0	Rs. 17-8-0 Rs. 16-4-0
Muir's Navigation, „ „ „	..... „ 16-4-0	„ 16-8-0 „ 15-8-0
Jardine's „ „ „ „	..... „ 16-8-0	„ 16-8-0 .....
Seebpore „ „ „	....	..... Rs. 16-4-0
Singarini Coal, „ „ Rail delivery... ...	..... Rs. 14-4-0	..... Rs. 15-0-0

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 14th October.	Week ending 21st October.
EXPORTS.		
COTTON— Market :	Unchanged.	Quiet.
(Full-pressed ; per candy 784 lbs.)		
Broach ... ... Fine...	Rs. 145 Ready	Rs. 144 Ready
,, ... F.G....	.....	.....
,, ... Good..	Rs. 140 Ready	Rs. 139 Ready
Barsee ... ... F.G....	,, 142 ,,	,, 142 ,,
,, ... Good..	,, 138 ,,	,, 138 ,,
Oomrawuttee, Good Staple ... Fine ..	....	.....
,, ,, ... F.G. ...	Rs. 134 Ready	Rs. 134 Ready
,, ,, ... Good..	,, 133 Dec.-January	,, 132 Forward
Khandeish ... ... Fine...	....	....
,, ... F.G...	Rs. 127 Ready	Rs. 126 Ready
,, ... Good...	,, 122 ,,	,, 120 ,,
Belatee ... . Fine...	,, 132 ,,	,, 132 ,,
,, ... F.G...	,, 128 ,,	,, 128 ,,
,, ... Good..	....	.....
Dhollera .. .. Fine...	Rs. 136 Ready	Rs. 136 Ready
,, ... F.G. ..	,, 128 ,,	,, 128 ,,
,, ... Good .	,, 122 ,,	,, 122 ,,
Bengals ... ... Fine...	,, 133 ,,	,, 133 ,,
,, ... F.G....	,, 122 ,,	,, 122 ,,
,, ... Good .	,, 118 ,,	,, 118 ,,
Dharwar (S.G.) ... ... Good...	,, 142 April-May	,, 144 April-May
Westerns ... . Good ..	,, 126 Ready	.....
Gingelly-seed, White ... ... (per cwt.)...	,, 7-13-6 ,,	.....
,, Mixed ,, ..	,, 7-3-0 ,,	....
Linseed, Bold ,, ...	,, 6-4-0 ,,	Rs. 6-6-0 Ready
,, Small Seed ,, ..	,, 6-2-0 ,,	,, 6-4-0 ,,
Rape-seed, Gujerat Yellow ,, ..	,, 6-4-0 ,,	,, 6-6-0 ,,
,, Brown Delhi ,, ..	,, 6-0-0 ,,	,, 5-13-0 ,,
,, Yellow Cawnpore ,, ..	,, 6-3-6 ,,	,, 6-4-0 ,,
Poppy-seed ,, ..	,, 6-15-0 ,,	,, 6-15-0 ,,
Groundnuts ,, ..	.....	.....
Castor-seed, Bold Cawnpore ,, ..	.....	.....
,, Ordinary Quality F.A. ,, ..	Rs. 6-0-0 Ready.	Rs. 6-0-6 Ready
Wheat, White Pessy ,, ...	..... 91 %	..... 91 %
	... 85 %	... 85 %
,, Jabalpur Pessy ,, ...	Rs. 3-15-0 Ready	Rs. 4-1-0 Ready
,, Ahmedabad (Soft Red) ,, ..	.....	.....
	..... 75 %	..... 75 %
,, Hard Yellow ,, ..	..... 63 %	Rs. 5-5-0 Ready 63 %
	..... 50 %	,, 5-2-6 ,, 50 %
,, Delhi No. 1, White Pessy ,, ..	Rs. 4-4-0 Ready	Rs. 4-4-0 ,,
,, ,, Red ,, ..	.....	,, 4-2-0 ,,
,, Hard Red Khatha (75%) ,, ..	.....	.....
,, Nagpore Khathi ,, ...	Rs. 4-3-6 Ready	Rs. 4-8-3 Ready
Opium, (Malwa) per chest, Old	,, 1,115	,, 1,115
,, ,, ,, New	,, 1,065	,, 1,060
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft) via Suez Canal	£1 2s. 0d.	£1 1s. 3d.
,, Seeds & Wheat ,, ...	£0 19s. 0d.	£1 0s. 0d.
London—Measurement cargo, P. & O. Co. ,, ..	£1 5s. 0d.	£1 5s. 0d.
,, Seeds & Wheat do. ,, ..	£0 17s. 0d.	£0 17s. 0d.
,, Measurement cargo ,, ..	....	.....
,, Seeds and Wheat ,, ..	.....	.....
Havre—Measurement cargo ,, ..	£1 0s. 0d.	£1 0s. 0d.
,, Seeds and Wheat ,, ..	£0 19s. 0d.	£0 19s. 0d.
Antwerp—Measurement cargo ,, ..	£0 19s. 0d.	£0 19s. 0d.
,, Seeds and Wheat ,, ..	£0 19s. 0d.	£0 18s. 6d.
Hull ,, ...	£0 19s. 0d.	£0 19s. 0d.
Dunkirk ,, ..	£0 19s. 0d.	£0 19s. 0d.
Trieste & Venice—Measurement cargo ,, ..	£0 18s. 6d.	£0 18s. 6d.
,, ,, Seeds & Wheat ,, ..	£0 16s. 6d.	£0 16s. 6d.
Marseilles—Measurement cargo ,, ...	£0 18s. 0d.	£0 19s. 0d.
,, Seeds & Wheat ,, ..	£0 18s. 0d.	£0 19s. 0d.
Genoa—Measurement cargo ,, ...	£0 19s. 0d.	£0 19s. 0d.
,, Seeds & Wheat ,, ..	£0 18s. 0d.	£0 18s. 0d.
Hamburg—Measurement Cargo ,, ...	£0 17s. 6d.	£0 18s. 0d.
,, Seeds & Wheat ,, ...	£0 16s. 6d.	£0 18s. 0d.
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan do. do.	,, 17	,, 17
Australia	.....	....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 28th October.	Week ending 4th November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer.	1s. 3 31/32d. Ready. 1s. 3 15/16d. December. 1s. 3 7.8d January. 1s. 3 13/16d. February. 1s. 3 23/32d. March.	1s. 3 13/32d. Ready. 1s. 3 15/16d. December. 1s. 3 7.8d. January. 1s. 3 13/16d. February.
,, ,, Sight	1s. 4d.	1s. 3 31/32d.
,, ,, 3 m'ths' ,,	1s. 4 1/16d.	1s. 4 1/32d.
,, ,, 4 ,, ,,	1s. 4 3/32d.	1s. 4 1/16d.
,, ,, 6 ,, ,,	1s. 4 5/32d.	1s. 4¼d.
First-class Credits ... 3 ,, ,,	1s. 4 7/32d.	1s. 4 3/16d.
,, ,, ... 6 ,, ,,	1s. 4 3/8d.	1s. 4 11/32d.
Documents ... 3 ,, ,,	1s. 4¼d.	1s. 4 7/32d.
,, ... 6 ,, ,,	1s. 4 13/32d.	.....
Paris Francs Mercantile Bills... 3 ,, ,,	1·71¼	1·71
On Calcutta Bank Tel. Transfer...	100 3/16	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 143 per 100 $; Shanghai, Rs. 194 per 100 Taels; Japan, Rs. 148 per 100 Yens.	Hongkong, Rs. 144 per 100 $; Shanghai, Rs. 195 per 100 Taels; Japan, Rs. 148 per 100 Yens.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-1-6	Rs. 24-0-3
Sovereigns	,, 15-2-6	,, 15-2-0
Bar Silver	,, 74-4-0 Ready; ,, 71-0-0 Forward.	,, 74-14-0 Ready ,, 75-2-0 Forward
RATES OF DISCOUNT.		
Bank Rate of Disct on Private Bills, 60 days' Sight	6 per cent.	6 per cent.
,, of Interest on Demand.		
Loans on Govt. Securities.	4 ,,	4 ,,
Rate of Interest in the open Market on Government Paper...	2½ ,,	3 ,,
Money Market	Money in better demand, but still fairly easy.	Quiet, with money in some demand.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 93-7-0	Rs. 93-6-0
Three per cents	,, 87-0-0 Nominal.	,, 87-0-0 Nominal.
IMPORTS.		
Piece Goods—Market:	Quiet.	Quiet.
7 lbs. 33 in. 37½ yds. Grey Shrtgs. (per piece)	Rs. 2-13-0	Rs. 2-13-0
8 lbs. 38 in. 37½-38 yds. ,, ,,	,, 3-3-0	,, 3-3-0
2½ to 3 lbs. 28-29 in. 24 yds. Madapollams ,,	Rs. 1-2-0	,, 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 6¾ to 7¼	As. 6¾ to 7¼
No. 30s Water, ,, ,, ...	,, 5¾ to 6¼	,, 5¾ to 6¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 47-8-0	Rs. 47-8-0
Yellow Metal, ,, ,,	,, 39-0-0	,, 39-0-0
Belgian No 2 Bar Iron, (per candy of 746½ lbs.)....	,, 32-0-0	,, 32-0-0
Basic Steel ,, ,, ...	,, 34-0-0	,, 34-0-0
Swedish Bar Iron, ,, ,, ...	,, 56-0-0	,, 55-0-0
Davison's West Hartley Coal, (per ton) alongside	Ready ..... Forward Rs. 20-0-0	Ready ..... Forward Rs. 20-0-0
Welsh Hartley Coal, (per ton) ,,	....	....
Cardiff Coal, ,, ,,	Rs. 23-0-0 Rs. 20-8-0	Rs. 23-0-0 Rs. 20-8-0
Japan ,, ,,	....	....
Desharghur Bengal ,, ,,	Rs. 17-8-0 Rs. 16-4-0	Rs 17-8-0 Rs. 16-8-0
Muir's Navigation ,, ,, ...	,, 16-4-0 ,, 15 0-0	,, 16-8-0 ,, 15-8 0
Jardine's ,, ,, ,, ...	,, 16-8-0 ,, 15 0-0	,, 16-12-0 ,, 15-12-0
Seebpore ,, ,, ...	..... ,, 16-0-0	,, 17-0-0 .....
Singarini Coal (per ton) Rail delivery	Rs. 15-0-0 ,, 14-0-0	,, 14-8-0 ,, 14-0-0

mittee of the Chamber of Commerce during the Year 1898—*contd.*

QUOTATIONS.	Week ending 28th October.	Week ending 4th November.
EXPORTS.		
COTTON— Market:	Quiet.	Dull.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine ...	Rs.145 Ready	Rs. 150 Forward
,, ... F.G. ...	.....	.....
,, ... Good...	Rs. 138 to 139 Ready	Rs. 146 Forward
Barsee ... ... F.G. ...	,, 142 Ready	,, 139 to 140 Forward
,, ... Good...	,, 138 ,,	,, 133 Forward
Oomrawuttee, Good Staple ... .. Fine ..	.....	.....
,, ,, ... F.G. ..	Rs. 133 Ready	Rs. 133 Forward
,, ,, ... Good ..	,, 131 to 132 Dec.-Jan.	,, 128 ,,
Khandeish ... ... Fine ..	.....	.....
,, ... F.G. ..	Rs. 126 Ready	Rs. 125 Forward
,, ... Good ...	,, 1:0 ,,	,, 120 ,,
Belatee .. .. Fine ...	,, 131 to 132 Ready	,, 132 ,,
,, ... F.G. ..	,, 127 to 128 ,,	,, 126 ,,
,, ... Good ..	.....	.....
Dhollera ... . Fine ...	Rs. 135 Ready	Rs. 140 Forward
,, ... F.G. ...	,, 127 ,,	,, 131 ,,
,, ... Good ...	,, 121 ,,	,, 128 ,,
Bengals .. .. Fine ...	,, 133 ,,	,, 128 to 129 Nov.-Dec.
,, ... F.G. ...	,, 122 ,,	,, 121 ,,
,, ... Good ...	,, 118 ,,	,, 117 Forward
Dharwar (S.G.) .. .. Good ...	.....	,, 136 ,,
Westerns ... ... Good ..	... ...	,, 130 ,,
Gingeily-seed, White ... ... (per cwt.)...	Rs. 7-12-0 Ready	,, 7-10-0 Ready.
,, Mixed ,, ..	,, 7-4-0 ,,	,, 7-2-0 ,,
Linseed, Bold ,, ..	,, 6-8-0 ,,	,, 6-7-0 ,,
,, Small Seed ,, ..	,, 6-6-0 ,,	,, 6-6-0 ,,
Rape-seed, Guierat Yellow ,, ..	,, 6-3-6 ,,	,, 6-3-0 ,,
,, Brown Delhi ,, ...	,, 5-12-0 ,,	,, 5-14-0 ,,
,, Yellow Cawnpore ,, ..	,, 6-2-6 ,,	,, 6-2-0 ,,
Poppy-seed ,, ..	,, 6-15-0 ,,	,, 6-13-6 ,,
Groundnuts ,, ...	.....	,, 7-0-0 Forward
Castor-seed, Bold Cawnpore ,, ..	.....	.....
,, Ordinary Quality F.A. ,, ..	Rs. 5-14-6 Ready	Rs. 5-7-0 Ready
Wheat, White Pessy ,,	,, 4-12-0 ,, 91 %	,, 4-11-0 ,, 91 %
	,, 4-10-0 ,, 85 %	,, 4-6-0 ,, 85 %
,, Jabalpur Pessy ,, ..	,, 4-2-0 ,,	,, 5-15-0 ,,
,, Ahmedabad (Soft Red) ,, ...	..... Ready 75 %	,, 4-3-6 ,,
,, Hard Yellow ,,	Rs. 5-8-6 ,, 63 %	..... 75 %
	,, 5-6-0 ,, 50 %	Rs. 5-3-0 Ready 63 %
,, Delhi No. 1, White Pessy ,, ..	,, 4-6-6 ,,	,, 5-2-0 ,, 50 %
,, ,, Red ,, ..	,, 4-3-0 ,,	,, 4-3-0 ,,
,, Hard Red Khatha(75 %) ,, ..	.....	,, 4-1-0 ,,
,, Nagpore Khathi ,, ..	Rs. 4-8-6 Ready	.....
Opium, (Malwa) per chest, Old	,, 1,120	Rs. 4-6-6 Ready
,, ,, ,, New	,, 1,090	,, 1,115
		,, 1,090
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.) via Suez Canal	£1 0s. 0d.	£0 18s. 6d.
,, Seeds & Wheat ,, ..	£0 19s. 0d.	£0 18s. 0d.
London—Measurement cargo, P. & O. Co., ,, ...	£1 5s. 0d.	£1 5s. 0d.
,, Seeds & Wheat do. ,, ..	£0 17s. 0d.	£0 17s. 6d.
,, Measurement cargo ,, ...	.....	....
,, Seeds and Wheat ,, ..	.....	.....
Havre—Measurement cargo ,, ...	£1 0s. 0d.	£1 1s. 3d.
,, Seeds and Wheat ,, ..	£0 19s. 6d.	£1 0s. 0d.
Antwerp—Measurement cargo ,, ..	£0 19s. 6d.	£1 0s. 0d.
,, Seeds and Wheat ,, ..	£0 19s. 6d.	£0 19s. 0d.
Hull ,, ..	£0 19s. 0d.	£1 0s. 0d.
Dunkirk ,, ..	£0 19s. 6d.	£0 19s. 0d.
Trieste & Venice—Measurement cargo ,, ...	£0 18s. 6d.	£0 18s. 6d.
,, ,, Seeds & Wheat ,, ..	£0 17s. 6d.	£0 17s. 6d.
Marseilles—Measurement cargo ,, ..	£0 19s. 0d.	£0 19s. 0d.
,, Seeds & Wheat ,, ..	£0 19s. 0d.	£0 19s. 0d.
Genoa—Measurement cargo ,, ..	£1 0 s. 0d.	£0 19s. 0d.
,, Seeds & Wheat ,, ...	£0 19s. 0d.	£0 18s. 0d.
Hamburg—Measurement Cargo ,, ...	£0 18s. 6d.	£0 19s. 0d.
,, Seeds & Wheat ,, ..	£0 18s. 6d.	£0 18s. 6d.
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan ,, (do.)	,, 17	,, 17
Australia ,, ...	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 11th November.	Week ending 18th November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer.	1s. 3 29/32d. Ready. 1s. 3 29/32d. December. 1s. 3 27/32d. January. 1s. 3 25/32d. February.	1s. 3 29/32d. Ready. 1s. 3⅛d. December. 1s. 3 27/32d. January. 1s. 3 25/32d. February. 1s. 3 23/32d. March.
,, ,, Sight...	1s. 3 15/16d.	1s. 3 29/32d.
,, ,, 3 m'ths' ,,	1s. 4d.	1s. 4d.
,, ,, 4 ,, ,,	1s. 4 1/32d.	.....
,, ,, 6 ,, ,,	1s. 4 3/32d.	1s. 4 1/16d.
First-class Credits 3 ,, ,,	1s. 4⅛d.	1s. 4 3/32d.
,, ,, 6 ,, ,,	1s. 4¼d.	1s. 4 7/32d.
Documents ,, 3 ,, ,,	1s. 4 5/32d.	1s. 4⅛d.
,, ,, 6 ,, ,,	1s. 4 9/32d.	1s. 4¼d.
Paris Francs Mercantile Bills 3... ,, ,,	1·70½	1·70
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16d.
On China Mer'tile Bills, 30 days' Sight...	Hongkong, Rs. 144 per 100 $; Shanghai, Rs. 194 per 100 Taels; Japan, Rs. 148 per 100 Yens.	Hongkong, Rs. 144½ per 100 $; Shanghai, Rs. 194½ per 100 Taels; Japan, Rs. 148 per 100 Yens.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-1-6	Rs. 24-1-6
Sovereigns	,, 15-2-6	,, 15-2-0
Bar Silver	,, 74-11-0 Ready; ,, 74-14-0 Forward.	,, 74-14-0 Ready; Rs. 74-15-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' Sight ...	6 per cent.	6 per cent.
,, of Interest on Demand Loans on Govt. Securities.	4 ,,	4 ,, ,,
Rate of Interest in the open Market on Government Paper ...	3 ,,	3 ,, ,,
Money Market	Still fairly easy.	Money in better demand
GOVERNMENT SECURITIES.		
Three-and-a-half per cents	Rs. 93-11-0	Rs. 93-8-0
Three per cents.	Rs. 87-0-0 Nominal	,, 87-0-0 Nominal.
IMPORTS.		
PIECE GOODS— Market.	Steady.	Steady.
7 lbs. 33 in. 37½ yards. Grey Shirtings (per piece).	Rs. 2-13-0	Rs. 2-13-0
8 lbs. 38 in. 37½-38 yards ,, ,, ...	,, 3-3-0	,, 3-3-0
2½ to 3 lbs. 28-29 in. 24 yards Madapollams ,, ...	,, 1-2-0	,, 1-2-0
No. 40s Mule Twist, (per lb.)... ...	As. 6¾ to 7¼	As. 6¾ to 7¼
No. 30s Water, ,, ,, ...	,, 5¾ to 6¼	,, 5¾ to 6¼
Copper Braziers, (in bundles) per cwt	Rs. 48-0-0	Rs. 49-0-0
Yellow Metal, ,, ,,	,, 40-0-0	,, 40-8-0
Belgian No. 2 Bar Iron, (per candy of 746½ lbs.)	,, 33 0-0	,, 33-0-0
Basic Steel ,, ,, ...	,, 34-0-0	,, 34-0-0
Swedish Bar Iron, ,, ,, ..	,, 55-0-0	,, 55-0-0
Davison's West Hartley Coal, (per ton) alongside.	Ready ..... Forward. Rs. 18-12-0	Ready ..... Forward. Rs. 18-0-0
Welsh Hartley Coal, (per ton) ,,	....	....
Cardiff Coal, ,, ,,	..... Rs. 20-0-0	..... Rs. 19-0-0
Japan ,, ,,	....	....
Desharghur Bengal ,, ,,	Rs. 17-8-0 Rs. 16-8-0	Rs. 17-8-0 Rs. 16-0-0
Muir's Navigation, ,, ,, ,,	,, 15-8-0 ,, 15-4-0	,, 15-8-0 .....
Jardine's ,, ,, ,, ,,	..... ,, 15-8-0	..... Rs. 15-0-0
Seebpore ,, ,, ,,	....	....
Singarini Coal, (per ton) Rail delivery	Rs. 14-8-0 Rs. 14-0-0	Rs. 14-8-0 Rs. 14-0-0
EXPORTS.		
COTTON— Market: Full-pressed; per candy of 784 lbs.)	Quiet, but steady for new crop.	Steady.
Broach ... ... Fine..	Rs. 150 Forward	Rs. 149 Forward.
,, ... F.G....	.....	.....
,, ... Good..	Rs. 147 to Rs. 148 Forward	Rs. 146 Forward.
Barsee ... . F.G...	,, 138 Forward	,, 139 ,,
,, ... Good..	,, 132 ,,	,, 133 ,,

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.		Week ending 11th November.	Week ending 18th November.
EXPORTS—*contd.*			
Cotton—	[per candy	.....	.....
Oomrawuttee, Good staple	... Fine....	Rs. 130 Forward	Rs. 130 Forward
,, ,,	... F.G. ...	,, 126 ,,	,, 126 ,,
,, ,,	... Good...	.....	.....
Khandeish	... Fine...	Rs. 124 Forward	Rs. 124 to Rs. 125 Forwd.
,, ...	... F.G. ...	,, 119 ,,	,, 119 Forward
,, ...	... Good...	,, 132 ,,	,, 131 ,,
Belatee	... Fine ...	,, 126 ,,	,, 125 ,,
,, ...	... F.G. ...	.....	.....
,, ...	... Good...	Rs. 138 Forward	Rs. 138 Forward
Dhollera	... Fine ...	,, 131 to Rs. 132 ,,	,, 131 ,,
,, ...	... F.G. ...	,, 127 to ,, 128 ,,	,, 127 ,,
,, ...	... Good...	,, 129 Forward	,, 130 ,,
Bengals	... Fine ...	,, 122 ,,	,, 121 ,,
,, ...	... F.G. ...	,, 117 ,,	,, 117 ,,
,, ...	... Good...	,, 136 ,,	,, 140 ,,
Dharwar (S.G.)	... Good...	,, 130 ,,	,, 130 ,,
Westerns	... Good....	Rs. 7-10-0 Ready.	Rs. 7-10-0 Ready
Gingelly-seed, White	(per cwt.)...	,, 7-0-0 ,,	,, 6-15-0 ,,
,, Mixed	,, ...	,, 6-6 0 ,,	,, 6-4-6 ,,
Linseed, Bold	,, ..	,, 6-5-0 ,,	,, 6 3-6 ,,
,, Small Seed	,, ...	,, 6-2-0 ,,	,, 6-2-0 ,,
Rape-seed, Gujerat Yellow	,, ...	,, 5-10-0 ,,	,, 5-9-0 ,,
,, Brown Delhi	,, ..	,, 6-1-0 ,,	,, 6-0-6 ,,
,, Yellow Cawnpore	,, ...	,, 6-12-6 ,,	,, 6-11-0 ,,
Poppy-seed	,, ..	.....	.....
Groundnuts	,, ..	.....	.....
Castor-seed, Bold Cawnpore	,, ...	Rs. 5-9-0 Ready	Rs. 5-7-6 Ready
,, Ordinary Quality F. A.	,, ...	,, 4-12-0 ,, 91 %	,, 4-8-6 ,, 91 %
Wheat, White Pessy	,,	,, 4-4-0 ,, 85 %	,, 4-5-0 ,, 85 %
,, Jabalpur Pessy	,, ..	,, 3-14-6 ,,	,, 4-4-0 ,,
,, Ahmedabad (Soft Red)	,, ..	.....	.....
,, Hard Yellow	,,	..... Ready 75 %	..... Ready 75 %
		Rs. 5-1-0 ,, 63 %	Rs. 5-0-0 ,, 63 %
		,, 4-14-6 ,, 50 %	,, 4-14-0 ,, 50 %
,, Delhi No. 1, White Pessy	,, ...	,, 4-3-0 ,,	,, 4-2-0 ,,
,, ,, Red	,, ..	,, 4-1-0 ,,	,, 4-0-6 ,,
,, Hard Red Khatha (75%)	,, ..	.....	.....
,, Nagpore Khathi	,, ..	Rs. 4-6-0 Ready	Rs. 4-6-0 Ready
Opium, (Malwa) per chest, Old		,, 1,105	,, 1,105
,, ,, ,, New		,, 1,080	,, 1,080
FREIGHTS.		(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal		£0 18s. 6d.	£0 19s. 0d.
,, Seeds & Wheat	,, ..	£0 18s. 0d.	£0 18s. 6d.
London—M'ment cargo, P. & O. Co.	,, ..	£1 5s. 0d.	£1 5s. 0d.
,, Seeds & Wheat do.	,, ...	£0 17s. 6d.	£0 17s. 6d.
,, M'ment cargo	,, ..	.....	....
,, Seeds and Wheat	,, ...	.....	....
Havre—M'ment cargo	,, ..	.....	.....
,, Seeds and Wheat	,, ...	....	.....
Antwerp—M'ment cargo	,, ..	£0 19s. 0d.	£0 19s. 0d.
,, Seeds and Wheat	,, ..	£0 18s. 9d.	£0 18s. 6d.
Hull	,, ..	£1 0s. 0d.	£1 0s. 0d
Dunkirk	,, ...	£0 18s. 9d.	£0 18s. 9d.
Trieste & Venice—M'ment cargo	,, ..	£0 18s. 6d.	£0 18s. 6d.
,, Seeds & Wheat	,, ..	£0 17s. 6d.	£0 17s. 6d.
Marseilles—M'ment cargo	,, ..	£0 18s. 9d.	£0 18s. 6d.
,, Seeds & Wheat	,, ..	£0 18s. 9d.	£0 18s. 6d.
Genoa—M'ment cargo,	,, ...	.. ..	£0 19s. 6d.
,, Seeds & Wheat	,, ...	.....	£0 18s. 6d.
Hamburg—Measurement Cargo	,, ...	£0 19s. 0d.	£0 18s. 6d.
,, Seeds & Wheat	,, ...	£0 18s. 0d.	£0 18s. 6d.
China Steamer (P.& O.)...		Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan ,, ... do.		,, 17	,, 17
Australia		.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 25th November.	Week ending 2nd December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer.	1s. 3 15/16d. Ready 1s. 3 29.32d. January 1s. 3 27 32d. February	1s. 3 31 32d. Ready 1s. 3 15.16d. January 1s. 3 7 8d. February 1s. 3 27/32d. March
„ „ Sight	1s. 3 31/32d.	1s. 3 31/32d.
„ „ 3m'ths' „	1s. 4 1/32d.	1s. 4 1/32d.
„ „ 4 „ „	1s. 4 1/16d.	1s. 4 1/16d.
„ „ 6 „ „	1s. 4⅛d.	1s. 4⅛d.
First-class Credits... 3 „ „	1s. 4⅛d.	1s. 4 3/16d.
„ „ ... 6 „ „	1s. 4¼d.	1s. 4 5/16d.
Documents ... 3 „ „	1s. 4 5/32d.	1s. 4 7/32d.
„ ... ... 6 „ „	1s. 4 9/32d.	1s. 4 11/32d.
Paris Francs Mercantile Bills... 3 „ „	1·70½	1·70¾
On Calcutta Bank Tel. Transfer.	100 1/16	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 144 per 100 $; Shanghai, Rs. 194¼ per 100 Taels; Japan, Rs. 149 per 100 Yens.	Hongkong, Rs. 144 per 100 $; Shanghai, Rs. 194 per 100 Taels; Japan, Rs. 148½ per 100 Yens.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-0-0	Rs. 24-0-0
Sovereigns	„ 15-1-6	„ 15-1-6
Bar Silver	„ 70-13-0 Ready; „ 71-0-0 Forward.	Rs. 73-8-0 Ready; „ 73-12-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' sight... ...	6 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „ „	4 „
Rate of Interest in the open Market on Govt. Paper...	3 „ „	3 „
Money Market	Quiet and easy.	Money in better demand
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 93-15-0	Rs. 94-0-0
Three per cents.	„ 87-0-0 Nominal.	„ 87-0-0 Nominal
IMPORTS.		
Piece Goods— Market:	Steady.	Firm.
7 lbs. 33 in. 37½ yds. Grey Shirtings (per piece.)	Rs. 2-13-0	Rs. 2-13-0
8 lbs. 38 in. 37½ 38 yds. „ „	„ 3-3-0	„ 3-3-0
2½ to 3lbs. 28-29 in. 24 yds. Madapollams „	Rs. 1-2 0	Rs. 1-2-0
No. 40s. Mule Twist. (per lb.) ...	As. 6¾ to 7¼	As. 6¾ to 7¼
No. 30s. Water „ „ ...	„ 5¾ to 6¼	„ 5¾ to 6¼
Copper Braziers, (in bundles) per cwt....	Rs. 48-12-0	Rs. 49-6-0
Yellow Metal, „ „ ...	„ 40-4-0	„ 41-0-0
Belgian No. 2 Bar Iron, (per cdy. of 746½ lbs.) ...	Rs. 32-8 0	Rs. 32-0-0
Basic Steel „ „ ...	„ 34-0-0	„ 34-0-0
Swedish Bar Iron, „ „ ...	„ 55-8-0	„ 55-0-0
Davison's West Hartley Coal, (per ton) alongside.	Ready. Forward.	Ready Forward
Welsh Hartley Coal, (per ton) „	..... Rs. 17-0-0	..... Rs. 17-8-0
Cardiff Coal „ „	....	....
Japan „ „	..... Rs. 19-0-0	..... Rs. 19-0-0
Desharghar Bengal „ „	....	....
Muir's Navigations Bengal „ „	Rs. 17-4-0 Rs. 15-8-0	Rs. 17-0-0 Rs. 16-0-0
Jardine's „ „ „ „	„ 14-0-0 „ 13-12 0	..... „ 14-0-0
Seebpore „ „ „	..... „ 14-8-0	..... „ 14-8-0
Singarini Coal, (per ton) Rail delivery.	....	..... „ 15-0-0
EXPORTS.	Rs. 14-0-0 Rs. 14-0 0	Rs. 14-0-0 „ 14-0-0
Cotton— Market:	Steady	Steady.
(Full-pressed; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 149 Feb.-March	Rs. 152 Feb.-March
„ ... ... F.G....	....	.....
„ ... ... Good..	Rs. 148 15/25 March	„ 150 to 151 15th-25th Mar.
Barsee ... ... F.G...	„ 149 Feb.	„ 143 Jan.-Feb.
„ ... ... Good..	„ 135 „	„ 138 „

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 25th November.	Week ending 2nd December.
EXPORTS—*contd.*		
Cotton—		
(Full-pressed; per candy of 784 lbs.)		
Oomrawuttee, Good Staple, ... Fine...	.....	.....
" " ... F.G....	Rs. 132 December	Rs. 135 December
" " ... Good...	" 128 "	.....
Khandeish ... ... Fine...	.....	.....
" ... ... F.G....	Rs. 125 Dec.-Jan.	Rs. 128 December
" ... ... Good...	" 120 "	" 122 "
Belatee ... ... Fine...	" 132 "	" 133 "
" ... ... F.G....	" 126 to 127 Dec.-Jan.	" 128 "
" ... ... Good...	.....	.....
Bhownugger ... ... Fine...	Rs. 137 March-April	Rs. 142 March-April
" ... ... F.G....	" 130 "	" 134 " "
" ... ... Good...	" 129 15th to 25th May	" 134 15th to 25th May
Bengals ... ... Fine...	" 131 January	Rs. 132 January
" ... ... F.G....	" 123 "	" 123 "
" ... ... Good...	" 118 "	.....
Dharwar, (S.G.) ... (Old crop) Good.	" 143 May	Rs. 142 to Rs. 143 May
Westerns ... " Good...	" 133 May-June	" 134 May-June
Gingelly-seed, White (per cwt.)...	" 7-5-0 Ready	" 7-6-0 Ready
" Mixed " ..	" 6-12-0 "	" 6-12-0 "
Linseed, Bold " ..	" 6-3-0 "	" 6-5-6 "
" Small Seed " ..	" 6-2-0 "	" 6-1-0 "
Rape-seed, Gujerat Yellow " ..	" 6-2-0 "	" 6-2-0 "
" Brown Delhi " ...	" 5-10-0 "	" 5-7-0 "
" Yellow Cawnpore " ...	.....	" 6-0-0 "
Poppy-seed " ..	Rs. 6-9-0 Ready	" 6-9-0 "
Groundnuts " ..	" 6-11-0 Forward	.....
Castor-seed, Bold Cawnpore " ..	.....	.....
" Ordinary Quality F.A. " ..	Rs. 5-9-0 Ready	Rs. 5-8-0 Ready
Wheat, White Pessy "	" 4-8-6 " 91 %	" 4-8-3 91 % "
	" 4-4-0 " 85 %	" 4-4-9 85 % "
" Jabalpur Pessy " ..	" 4-3-0 "	" 4-1-3 "
" Ahmedabad (Soft Red) " ..	" 4-3-6 March-April	" 4-3-6 March-April
	..... 75 %	..... 75 %
" Hard Yellow "	Rs. 4-14-6 Ready 63 %	Rs. 4-14-9 Ready 63 %
	" 4-12-6 " 50 %	" 4-13-0 " 50 %
" Delhi No. 1, White Pessy, " ..	" 4-2-6 "	Rs. 4-2-6 "
" " Red " ..	" 4-0-0 "	" 4-1-0 "
" Hard Red Khatha (75 %) " ..	" 4-4-0 "	" 4-6-0 "
" Nagpore Khathi " ..	" 4-3-0 "	" 4-3-9 "
Opium, (Malwa) per chest, Old	" 1,105	" 1,105
" " " New	" 1,085	" 1,085
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.) via Suez Canal	£0 18s. 9d.	£0 18s. 9d.
" Seeds & Wheat " ...	£0 18s. 0d.	£0 18s. 0d.
London—M'ment cargo, P. & O. Co. " ...	£1 5s. 0d.	£1 5s. 0d.
" Seeds & Wheat do. " ..	£0 17s. 6d.	£0 17s. 0d.
" Measurement cargo " ..	.....	.....
" Seeds and Wheat " ..	.....	.....
Havre—Measurement cargo " ..	.....	£0 18s. 3d
" Seeds and Wheat " ..	.....	£0 18s. 3d.
Antwerp—Measurement cargo " ..	£0 18s. 0d.	£0 18s. 0d.
" Seeds and Wheat " ...	£0 18s. 0d.	£0 17s. 9d.
Hull " ..	£0 19s. 0d.	.....
Dunkirk " ..	£0 18s. 0d.	£0 18s. 0d.
Trieste & Venice—Measurement cargo " ...	£1 0s. 0d.	£1 0s. 0d.
" " Seeds & Wheat " ...	£0 17s. 6d.	£0 17s. 6d.
Marseilles—Measurement cargo " ..	£0 18s. 0d.	£0 18s. 0d.
" Seeds & Wheat " ...	£0 18s. 0d.	£0 18s. 0d.
Genoa—Measurement cargo " ...	£0 19s. 0d.	£0 18s. 6d.
" Seeds & Wheat " ...	£0 18s. 3d.	£0 18s. 0d.
Hamburg—Measurement Cargo " ...	£0 18s. 6d.	£0 18s. 6d.
" Seeds and Wheat	£0 18s. 0d.	£0 18s. 0d.
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan do. do.	" 17	" 17
Australia .. .. "	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 9th December.	Week ending 16th December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer.	1s. 3 15/16d. Ready. 1s. 3 5/16d. January. 1s. 3 29/32d. February. 1s. 3 27/32d. March. 1s. 3 25/32d. April.	1s. 4d. Ready. 1s.3 31/32d. January. 1s. 3 15/16d. February. 1s. 3 29/32d. March. 1s. 3 27/32d. April.
,, ,, Sight	1s. 3 31/32d.	1s. 4d.
,, ,, 3m'ths' ,,	1s. 4 1/32d.	1s. 4 1/16d.
,, ,, 4 ,, ,,	1s. 4 1/16d.	1s. 4 3/32d.
,, ,, 6 ,, ,,	1s. 4¼d.	1s. 4 5/32d.
First-class Credits ... 3 ,, ,,	1s. 4 5/32d.	1s. 4 3/16d.
,, ,, ... 6 ,, ,,	1s. 4 9/32d.	1s. 4 5/16d.
Documents ... 3 ,, ,,	1s. 4 3/16d.	1s. 4 7/32d.
,, ... 6 ,, ,,	1s. 4 5/16d.	1s. 4 11/32d.
Paris Francs Mer'tile Bills, 3 ,, ,,	1·70½	1·71
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 144 per 100 $; Shanghai, Rs. 195 per 100 Taels; Japan, Rs. 148½ per 100 Yens.	Hongkong, Rs. 144 per 100 $; Shanghai, Rs. 196 per 100 Taels; Japan, Rs. 148 per 100 Yens.
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-0-0	Rs. 23-15-0
Sovereigns	,, 15-1-6	,, 15-1-6
Bar Silver	Rs. 74-4-0 Ready; ,, 74-3-0 Forward.	,, 74-0-0 Ready; ,, 73-14-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' Sight ...	6 per cent.	7 per cent.
,, of Interest on Demand Loans on Govt. Securities.	4 ,, ,,	5 ,, ,,
Rate of Interest in the open Market on Government Paper..	3 ,, ,,	4 ,, ,,
Money Market	Money in fair demand.	Money in better demand
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 94-0-0	Rs. 94-0-0
Three per cents	,, 87-0-0 Nominal	,, 87-0-0 Nominal.
IMPORTS.		
Piece Goods— Market:	Firm.	Steady.
7 lbs. 38 ins. 37½ yds. Grey Shirtings (per piece).	Rs. 2-13-0	Rs. 2-13-0
8 lbs. 38 in. 37½-38 yds. ,, ,, ...	,, 3-3-0	,, 3-3-0
2½ to 3 lbs. 28-29 in. 24 yds. Madapollams ,, ...	,, 1-2-0	,, 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 6¾ to 7¼	As. 6¾ to 7¼
No. 30s Water ,, ,, ...	,, 5¾ to 6	,, 5¾ to 6
Copper Braziers, (in bundles) per cwt.	Rs. 49-0-0	Rs. 49-0-0
Yellow Metal, ,, ,,	,, 40-12-0	,, 40-12-0
Belgian No. 2 Bar Iron, (per candy of 746½ lbs.)...	,, 34-0-0	,, 33-0-0
Basic Steel ,, ,, ...	,, 34-0-0	,, 34-0-0
Swedish Bar Iron, ,, ,, ...	,, 56-0-0	,, 56-0-0
Davison's West Hartley Coal, (per ton) alongside.	Ready. Forward.	Ready Forward.
	Rs. 18-8-0 Rs. 17-8-0	Rs. 19-00 Rs. 17-4-0
Welsh Hartley Coal, (per ton) ,,	....	....
Cardiff Coal, ,, ,,	..... Rs. 19-0-0	.... Rs. 19-0-0
Japan ,, ,,	....	....
Desharghur Bengal ,, ,,	Rs. 17-0-0 ,, 16-0-0	Rs. 17-0-0 Rs. 16-0-0
Muir's Navigation ,, ,, ,,	,, 15-0-0 ,, 14-0-0	,, 14-4-0 ,, 13-12-0
Jardine's ,, ,, ,, ,,	,, 15-0-0 ,, 14-0-0	,, 14-8-0 ,, 14-0-0
Seebpore ,, ,, ,,	,, 16-0-0 ,, 14-12-0	....
Singarini Coal (per ton) Rail delivery..	,, 14-0-0 ,, 13-12-0	Rs. 14-0-0 Rs. 13-12-0
EXPORTS.		
Cotton— Market: (Full-pressed; per candy of 784 lbs.)	Steady.	Steady.
Broach ... ...Fine...	Rs. 153 Feb.-March	Rs. 155-156 Feb.-March.
,, ...F.G....	.....	.....
,, ...Good..	Rs. 152 15th to 25th March.	Rs. 155 15th to 25th March.
Barsee ... ...F.G...	,, 142 Jan.-Feb.	,, 142 Jan.-Feb.
,, ...Good..	,, 137 ,,	,, 138 ,,

mittee of the Chamber of Commerce during the Year 1898—*contd.*

Quotations.	Week ending 9th December.	Week ending 16th December.
EXPORTS—*contd.*		
Cotton— [per candy.		
(Full-pressed; per candy 784 lbs.		
Oomrawuttee, Good Staple ... Fine...	.....	.....
" " ... ... F.G....	Rs. 133 Dec.-Jan.	Rs. 134 Dec.-Jan.
" " ... ... Good...	" 128 "	" 130 "
Khandeish ... ... Fine...	.....	.....
" ... ... F.G....	Rs 128 Dec.-Jan.	Rs. 128 Dec.-Jan.
" ... . Good...	" 122 "	" 123 "
Belatee ... ... Fine...	" 132 to 133 Dec.-Jan.	" 133 "
" ... ... F.G....	" 128 Dec.-Jan.	" 128 "
" ... ... Good...	.....	.....
Bhownugger ... ... Fine...	Rs. 142 to 143 March-April	Rs. 143 March-April
" ... ... F.G....	" 135 March-April	" 136 " "
" ... ... Good...	" 133 to 134 15-25 May	" 135 15th-25th May
Bengals ... ... Fine...	Rs. 132 January	" 132 to 133 Jan.
" ... ... F.G....	" 124 "	" 124 to 125 "
" ... ... Good...	" 118 "	" 119 January
Dharwar (S.G.) ... ... Good...	" 146 May	" 147 May
Westerns ... ... Good...	" 135 May-June	" 136 to 137 May-June
Gingelly-seed, White (per cwt.)...	" 7-6-0 Ready	" 7-5-0 Ready
" Mixed " ...	" 6-12-0 "	" 6-12-0 "
Linseed, Bold " ..	" 6-3-6 "	" 6-3-6 "
" Small Seed " ..	" 6-2-6 "	.....
Rape-seed, Gujerat Yellow " ..	" 6-0-0 "	Rs. 6-0-0 Ready
" Brown Delhi " ..	" 5-8-0 "	" 5-8-0 "
" Yellow Cawnpore " ...	" 5-15-0 "	" 5-14-0 "
Poppy-seed " ..	" 6-9-0 "	" 6-9-0 "
Groundnuts " ...	" 6-15-0 Forward	" 6-10-0 Forward
Castor-seed, Bold Cawnpore " ...	.....	.....
" Ordinary Quality F. A. " ...	Rs. 5-6-0 Ready	Rs. 5 8-0 Ready
Wheat, White Pessy " ...	" 4-9-6 " 91 %	" 4-7-0 " 91 %
	" 4-5-0 " 85 %	" 4-2-0 " 85 %
" Jabalpur Pessy " ...	" 4-3-0 "	.....
" Ahmedabad (Soft Red) " ...	" 4-3-6 Forward	Rs. 4-3-6 April-May
	" 5-2-6 " 75 %	" 5-2-6 April 75 %
" Hard Yellow " ...	Rs. 4-14-9 Ready 63 %	Rs. 4-14-0 Ready 63 %
	" 4-13-0 " 50 %	" 4-12-0 " 50%
" Delhi No. 1, White Pessy " ..	" 4-2-0 "	Rs. 4-1-6 "
" " Red " ..	" 3 15-6 "	" 4-1-6 May-June
" Hard Red Khatha (75 %) " ..	" 4-5-6 "	Rs. 4-6-0 Ready
" Nagpore Khathi " ..	" 4-4-0 "	" 4-3-0 "
Opium, (Malwa) per chest, Old	Rs. 1,105	" 1,100
" " " New	" 1,090	" 1,085
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 18s. 6d.	£0 19s. 0d.
" Seeds & Wheat " ...	£0 18s. 0d.	£0 19s. 0d.
London—M'ment cargo, P. & O. Co. " ..	£1 5s. 0d.	£1 5s. 0d.
" Seeds & Wheat do. " ..	£0 18s. 0d.	£0 18s. 0d.
" M'ment cargo, " ..	.....	.....
" Seeds and Wheat " ..	.....	.....
Havre—M'ment cargo " ...	£0 19s. 0d.	£1 0s. 0d.
" Seeds and Wheat " ...	£0 18s. 6d.	£0 19s. 0d.
Antwerp—M'ment cargo " ..	£0 18s. 0d.	£0 19s. 6d.
" Seeds and Wheat " ..	£0 18s. 0d.	£0 19s. 0d.
Hull " ...	£0 18s. 0d.	£0 19s. 0d.
Dunkirk " ..	.....	.....
Trieste & Venice—M'ment cargo " ..	£1 1s. 6d.	£1 2s. 0d.
" " Seeds & Wheat " ...	£1 1s. 6d.	£1 2s. 0d.
Marseilles—M'ment cargo " ..	£0 18s. 0d.	£0 18s. 6d.
" Seeds & Wheat " ...	£0 18s. 0d.	£0 18s. 6d.
Genoa—M'ment cargo " ...	£0 18s. 6d.	.....
" Seeds & Wheat " ...	£0 18s. 0d.	.....
Hamburg—Measurement Cargo " ...	£0 18s. 6d.	£0 18s. 6d.
" Seeds & Wheat " ...	£0 18s. 0d.	£0 18s. 6d.
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to 18
Japan do. do.	" 17	" 17
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Six days ending 23rd December.	Week ending 30th December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer.	1s. 4d. Ready. 1s. 3 15/16d. February. 1s. 3 29/32d. March.	1s. 4d. Ready. 1s. 3 31/32d. February. 1s. 3 15 16d. March. 1s. 3⅞d. Apail. 1s. 3 27/32d. May.
,, ,, Sight	1s. 4 1/32d.	1s. 4 1/32d.
,, ,, 3m'ths' ,,	1s. 4 3/32d.	1s. 4 3/32d.
,, ,, 4 ,, ,,	1s. 4⅛d.	1s. 4⅛d.
,, ,, 6 ,, ,,	1s. 4 3/16d.	1s. 4 3/16d.
First-class Credits... 3 ,, ,,	1s. 4 3/16d.	1s. 4 7/32d.
,, ,, ... 6 ,, ,,	1s. 4 5/16d.	1s. 4 11/32d.
Documents ... 3 ,, ,,	1s. 4 7/32d.	1s. 4¼d.
,, ... 6 ,, ,,	.....	1s. 4 3/8d.
Paris Francs Mercantile Bills... 3 ,, ,,	1·70⅜	1·70⅜
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills 30 days' Sight.	Hongkong, Rs. 144 per 100 $; Shanghai, Rs. 198 per 100 Taels; Japan, Rs. 149½ per 100 Yens.	Hongkong, Rs. 144 per 100 $; Shanghai, Rs. 198 per 100 Taels; Japan, Rs. 149½ per 100 Yens.
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-15-0	Rs. 23-14-6
Sovereigns	,, 15-1-0	,, 15-1-0
Bar Silver	,, 73-10-0 rdy; Rs. 73-9-0 fd	,, 72-4-0 rdy; Rs. 72-15-0 fd.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' Sight ...	7 per cent.	8 per cent.
,, of Interest on Demand Loans on Govt. Securities.	5 ,, ,,	6 ,, ,,
Rate of Interest in the open Market on Government Paper...	4 ,,	5 ,, ,,
Money Market	In rather active demand	Good demand
GOVERNMENT SECURITIES.		
Three-and-a-half per cents ...	Rs. 93-15-0	Rs. 94-1-0
Three per cents.	,, 87-0-0 Nominal	,, 87-0-0
IMPORTS.		
PIECE GOODS— Market:	Quiet but steady.	Steady.
7 lbs. 33 in. 37½ yards, Grey Shirtings (per piece)	Rs. 2-13-0	Rs. 2-13-0
8 lbs. 38 in. 37½-38 yards ,, ,,	,, 3-3-0	,, 3-3-0
2½ to 3 lbs. 23-29 in. 24 yards Madapollams ,,	,, 1-2-0	,, 1-2-0
No. 40s Mule Twist, (per lb.) ...	As. 6⅞ to 7½	As. 6⅞ to 7½
No. 30s Water ,, ,, ...	,, 5⅞ to 6	,, 5⅞ to 6
Copper Braziers, (in bundles) (per cwt.)	Rs. 48-10-0	Rs. 49-4-0
Yellow Metal, ,,	,, 40-10-0	,, 41-4 0
Belgian No. 2 Bar Iron, (per candy of 746½ lbs.)	,, 33-8-0	,, 33-0-0
Basic Steel ,, ,, ...	,, 34-0-0	,, 34-0-0
Swedish Bar Iron, ,, ,, ...	,, 56-0-0	,, 55-0-0
Davison's West Hartley Coal, (per ton) alongside.	Ready. Forward.	
Welsh Hartley Coal, (per ton) ,,	.... Rs. 17-4-0	Market closed.
Cardiff Coal, ,, ,,	....	
Japan ,, ,,	..... Rs. 18-12-0	
Desharghar Bengal ,, ,,	....	
Muir's Navigation, ,, ,, ,,	Rs. 16-8-0 Rs. 15-8-0	
Jardine's ,, ,, ,, ,,	,, 14-8-0 ,, 14-0-0	
Seebpore ,, ,, ,,	..... ,, 14-4-0	
Singarini Coal (per ton) Rail delivery.	....	
EXPORTS.		
COTTON— Market: (Full-pressed; per candy of 784 lbs.)	Quiet.	Quiet.
Broach ... ... Fine...	Rs. 153 Feb.-Mar.	Rs. 152 Feb.-March.
Do. ... ... F.G....	.....	.....
Do. ... ... Good...	Rs. 151 15th to 25th Mar.	Rs. 151 15th to 25th March
Barsee ... ... F.G....	,, 140 Jan.-Feb.	,, 138 Jan-February.
Do. ... ... Good..	,, 135 ,, ,,	,, 134 ,, ,,

mittee of the Chamber of Commerce during the Year 1898—*contd.*

QUOTATIONS.	Six days ending 23rd December.	Week ending 30th December.
EXPORTS—*contd.*		
COTTON—		
(Full-pressed ; per candy of 784 lbs.)		
Oomrawuttee, Good Staple ... Fine...	.....	.....
" " ... F.G....	Rs. 133 Dec.-Jan.	Rs. 132 Jan.
" " ... Good..	" 128 " "	" 128 "
Khandeish ... ... Fine...	.....	.....
" ... ... F.G....	Rs. 126 Dec.-Jan.	Rs. 126 Jan.
" ... ... Good...	" 121 " "	" 121 "
Belatee ... ... Fine...	" 130 " "	" 130 "
" ... ... F.G....	" 126 " "	" 126 "
" ... ... Good...	.....	.....
Bhownugger ... ... Fine...	Rs. 141 to 142 Mar.-Apl.	Rs. 141 March-April.
" ... ... F.G....	" 134 " "	" 134 " "
" ... ... Good...	" 133 15th to 25th May	" 132 15th to 25th May
Bengals ... ... Fine...	" 130 Jan.	" 128 Jan.
" ... ... F.G....	" 123 "	" 122 "
" ... ... Good...	.....	" 118 "
Dharwar (S.G.) ... ... Good..	Rs. 144 May	" 142 May
Westerns, ... Good ..	" 134 May-June.	" 132 May-June.
Gingelly-seed, White (per cwt.)..	" 7-6-0 Ready	" 7-4-0 Ready
" Mixed ,, ..	" 6-9-6 "	" 6-9-0 "
Linseed, Bold ,, ...	" 6-3-0 "	" 6-3-0 "
" Small Seed ,, ..	.....	.....
Rape-seed, Gujerat Yellow ,, ..	Rs. 5-13-0 Ready	Rs. 5-12-0 Ready
" Brown Delhi ,, ...	" 5-7-0 "	" 5-6-0 "
" Yellow Cawnpore ,, ...	" 5-11-0 "	" 5-10-0 "
Poppy-seed ,, ..	" 6-8-0 "	" 6-8-0 "
Groundnuts ,, ..	" 6-6-0 "	" 6-6-0 "
Castor-seed, Bold Cawnpore ,, ..	.....	.....
" Ordinary, Quality F.A. ,, ..	Rs. 5-8-0 Ready	Rs. 5-8-0 Ready
Wheat, White Pessy ,, ..	" 4-6-0 " 91 %	" 4-6-0 " 91 %
	" 4-4-0 " 85 %	" 4-3-0 " 85 %
" Jabalpur Pessy ,, ..	" 4-2-0 "	.....
" Ahmedabad (Soft Red) ,, ..	" 4-2-0 April	" 4-2-6 April-May.
	" 4-15-0 Ready 75 %	" 4-14-0 Ready 75 %
" Hard Yellow ,, ..	" 4-14-0 " 63 %	" 4-12-0 " 63 %
	" 4-12-0 " 50 %	" 4-10-0 " 50 %
" Delhi No. 1, White Pessy, ,, ..	" 4-0-6 "	" 4-0-6 "
" " Red ,, ..	" 4-2-0 May-June	" 4-1-0 May-June.
" Hard Red Khatha (75 %) ,, ...	" 4-4-6 Ready.	" 4-2-6 Ready
" Nagpore Khathi ,, ..	" 4-3-0 "	" 4-2-0 "
Opium, (Malwa) per chest, Old	" 1,100	" 1,250
" " " New	" 1,085	" 1,100
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 feet) via Suez Canal	£0 19s. 0d.	£1 0s. 0d.
" Seeds & Wheat " ..	£0 19s. 0d.	£0 19s. 0d.
London—Measurement cargo, P. & O. Co. " ..	£1 5s. 0d.	£1 5s. 0d.
" Seeds & Wheat do. " ..	£0 17s. 6d.	£0 18s. 0d.
" Measurement cargo " ..	.....	.....
" Seeds and Wheat " ..	.....	.....
Havre—Measurement cargo " ..	£1 0s. 0d.	£0 18s. 6d.
" Seeds and Wheat " ..	£0 19s. 0d.	£0 18s. 0d.
Antwerp—Measurement cargo " ...	£1 0s. 0d.	£0 18s. 6d.
" Seeds and Wheat " ..	£0 19s. 0d.	£0 18s. 0d.
Hull " ..	£0 19s. 0d.	£0 19s. 0d.
Dunkirk " ..	£1 0s. 0d.	£0 18s. 0d.
Trieste & Venice—Measurement cargo " ..	£1 2s. 0d.	£1 2s. 0d.
" " Seeds & Wheat " ..	£1 2s. 0d.	£1 2s. 0d.
Marseilles—Measurement cargo " ...	£0 18s. 0d.	£0 18s. 0d.
" Seeds & Wheat " ..	£0 18s. 0d.	£0 18s. 0d.
Genoa—Measurement cargo " ..	.....	£0 18s. 6d.
" Seeds & Wheat " ...	.....	£0 18s. 0d.
Hamburg—Measurement Cargo " ..	£0 18s. 6d.	£0 19s. 0d.
" Seeds & Wheat .. ... " ..	£0 18s. 6d.	£0 18s. 6d.
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan " do.	" 17	" 17
Australia	.....	.....

Total Imports of Treasure from Foreign Countries into Bombay during the year 1898.

From 1st to 31st January 1898.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	44,06,000	6,75,968	.....	95,99,828	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	1,55,325	1,848	44,337	.....	2,300	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	3,15,525	.....	.....	12,82,272	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	55,864	.....	.....	.....	22	78,666	.....
OTHER PORTS.....	7,558	5,64,061	25,628	.....	36,988	8,67,727	61
Total Imports from 1st to 31st January 1898	47,84,947	13,95,354	27,476	1,09,26,437	37,010	9,48,693	61
Imported same time last year...	33,76,013	14,46,900	2,87,911	78,77,292	19,383	6,51,625	1

Total Imports of Treasure from Foreign Countries into Bombay during the year 1898—*contd.*

From 1st to 28th February 1898.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	33,53,200	4,55,156	.....	72,18,236	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	2,490	15,973	.....	.....	.....	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	3,18,192	.....	.....	3,20,170	.....	.....	.....
CHINA— Hongkong and Shanghai	23,157	7,625	.....	.....	.....	.....	.....
OTHER PORTS	59,754	6,10,755	99,195	91,460	1,69,565	6,52,458	117
Total	37,54,303	10,76,026	1,15,168	76,29,866	1,69,565	6,52,458	117
Previously Imported	47,84,947	13,95,354	27,476	1,09,26,437	37,010	9,48,693	61
Total Imports from 1st January to 28th February 1898	85,39,250	24,71,380	1,42,644	1,85,56,303	2,06,575	16,01,151	178
Imported same time last year	42,07,425	22,66,556	5,07,462	1,55,00,076	24,955	12,08,975	3

Total Imports of Treasure from Foreign Countries into Bombay during the year 1898—*contd.*

From 1st to 31st March 1898.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	19,34,800	.....	.....	73,82,859	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	1 850	1,87,745	.....	.....	4,061	.....
UNITED STATES— San Francisco and New York ...	.....	.....	.....	1,08,949	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	1,76,309	.....	.....	3,63,245	.....	.....	.....
CHINA— Hongkong and Shanghai	1,33,312	38,000	.....	11,56,038	.....	.....	.....
OTHER PORTS	181	5,57,196	50,911	.....	1,60,216	2,51,445	618
Total.....	22,44,602	5,97,046	2,38,656	90,11,091	1,60,216	2,55,506	618
Previously Imported.....	85,39,250	24,71,380	1,42,644	1,85,56,303	2,06,575	16,01,151	178
Total Imports from 1st January to 31st March 1898	1,07,83,852	30,68,426	3,81,300	2,75,67,394	3,66,791	18,56,657	796
Imported same time last year...	55,55,498	32,05,708	5,84,363	2,13,04,626	28,307	22,26,460	69

Total Imports of Treasure from Foreign Countries into Bombay during the year 1898—*contd.*

From 1st to 30th April 1898.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half-Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	9,68,600	2,28,125	.....	79,73,750	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	1,995	93,402	1,29,854	2,494	.....	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	3,23,185	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	4,21,235	.....	.....	.....
CHINA— Hongkong and Shanghai	1,03,303	10,762	.....	17,13,241	16	.....	.....
OTHER PORTS	12,350	8,25,797	1,38,879	8,04,747	3 63,503	1,78,854	76
Total.....	10,84,253	10,66,679	2,32,281	1,13,66,012	3,66,013	1,78,854	76
Previously Imported.....	1,07,83,852	30,68,426	3,81,300	2,75,67,394	3,66,791	18,56,657	796
Total Imports from 1st January to 30th April 1898.....	1,18,68,105	41,35,105	6,13,581	3,89,33,406	7,32,804	20,35,511	872
Imported same time last year...	71,21,272	41,39,823	5,91,144	2,78,41,785	30,217	26,21,879	88

Total Imports of Treasure from Foreign Countries into Bombay during the year 1898—*contd.*

From 1st to 31st May 1898.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	27,85,150	3,31,207	.....	96,59,683	.....	2,000	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	3,01,620	1,87,260	2,02,505	3,733	.....	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	7,80,228	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c..	1,56,516	.....	.....	7,45,630	.....	.....	.....
CHINA— Hongkong and Shanghai	7,920	15,282	.....	9,61,645	13	.....	.....
OTHER PORTS	16,113	7,76,132	35,730	.....	3,76,432	2,34,355	6
Total.....	29,65,699	14,24,241	2,22,990	1,23,49,691	3,80,178	2,36,355	6
Previously Imported.....	1,18,68,105	41,35,105	6,13,581	3,89,33,406	7,32,804	20,35,511	872
Total Imports from 1st January to 31st May 1898	1,48,33,804	55,59,346	8,36,571	5,12,83,097	11,12,982	22,71,866	878
Imported same time last year.....	85,90,921	56,46,410	7,84,363	3,89,36,779	40,261	30,13,097	144

Total Imports of Treasure from Foreign Countries into Bombay during the year 1898—*contd.*

From 1st to 30th June 1898.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	30,45,100	.....	.....	28,49,215	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	.....	3,65,312	63,180	.....	1,166	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	3,11,597	.....	.....	5,04,034	.....	.....	.....
CHINA— Hongkong and Shanghai	55,449	8,012	.....	35,13,900	7	.....	.....
OTHER PORTS	20,742	13,23,232	2,35,884	5	5,92,591	3,61,320	883
Total	34,32,888	13,31,244	6,01,196	69,30,334	5,92,598	3,62,486	883
Previously Imported	1,48,33,804	55,59,346	8,36,571	5,12,83,097	11,12,982	22,71,866	878
Total Imports from 1st January to 30th June 1898	1,82,66,692	68,90,590	14,37,767	5,82,13,431	17,05,580	26,34,352	1,761
Imported same time last year	94,33,209	63,06,797	10,69,902	4,41,41,420	40,323	35,59,886	195

Total Imports of Treasure from Foreign Countries into Bombay during the year 1898—*contd.*

From 1st to 31st July 1898.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	56,66,160	6,39,403	.....	33,42,073	.....	5,943	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	4,080	2,53,386	.....	.....	.....	.....
UNITED STATES— San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c..	1,54,701	75,000	.....	7,56,148	.....	.....	.....
CHINA— Hongkong and Shanghai	47,891	22,875	.....	5,26,209	.....	.....	.....
OTHER PORTS	8,896	6,32,715	53,266	1,68,484	6,55,249	4,07,567	2,735
Total ...	58,77,648	13,74,073	3,06,652	47,92,914	6,55,249	4,13,510	2,735
Previously Imported.....	1,82,66,692	68,90,590	14,37,767	5,82,13,431	17,05,580	26,34,352	1,761
Total Imports from 1st January to 31st July 1898	2,41,44,340	82,64,663	17,44,419	6,30,06,345	23,60,829	30,47,862	4,496
Imported same time last year ...	1,00,84,376	80,11,865	19,40,961	5,35,49,548	40,407	38,83,855	215

Total Imports of Treasure from Foreign Countries into Bombay during the year 1898—*contd.*

From 1st to 31st August 1898.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	24,31,640	3,13,551	.....	24,42,344	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.....	.....	5,902	2,02,409	.....	26,885	.....	.....
UNITED STATES— San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c..	3,07,398	.....	.....	5,29,099	.....	.....	.....
CHINA— Hongkong and Shanghai	79,758	19,062	.....	4,25,769	277	.....	.....
OTHER PORTS	7,247	6,82,426	40,587	9,939	10,68,852	73,073	40
Total.....	28,26,043	10,20,941	2,42,996	34,07,151	10,96,014	73,073	40
Previously Imported.....	2,41,44,340	82,64,663	17,44,419	6,30,06,345	23,60,829	30,47,862	4,496
Total Imports from 1st January to 31st August 1898	2,69,70,383	92,85,604	19,87,415	6,64,13,496	34,56,843	31,20,935	4,536
Imported same time last year.....	1,30,62,071	1,03,15,377	21,36,493	6,07,23,208	96,756	42,25,874	815

Total Imports of Treasure from Foreign Countries into Bombay during the year 1898—*contd.*

From 1st to 30th September 1898.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	23,40,480	3,09,569	.....	25,79,796	.....	.....	.....
Continent of Europe— Trieste, Marseilles, &c.	.....	2,722	5,325	.....	40,185	645	.....
United States— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia— Melbourne, Sydney, Adelaide, &c.	3,43,077	.....	.....	8,01,908	.....	.....	.....
China— Hongkong and Shanghai	15,923	32,025	.....	.....	559	.....	.....
Other Ports	14,350	2,54,050	20,160	64,857	8,02,539	1,21,441	125
Total ...	27,13,830	5,98,366	25,485	34,46,561	8,43,283	1,22,086	125
Previously Imported	2,69,70,383	92,85,604	19,87,415	6,64,13,496	34,56,843	31,20,935	4,536
Total Imports from 1st January to 30th September 1898	2,96,84,213	98,83,970	20,12,900	6,98,60,057	43,00,126	32,43,021	4,661
Imported same time last year	1,64,63,829	1,29,24,546	25,80,159	7,34,93,392	1,09,007	43,59,529	1,666

Total Imports of Treasure from Foreign Countries into Bombay during the year 1898—*contd.*

From 1st to 31st October 1898.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	13,23,840	10,80,330	800	40,88,674	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	3,025	3,45,032	.....	.....	998	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	3,09,486	.....	.....	6,40,673	.....	.....	.....
CHINA— Hongkong and Shanghai	31,701	67,100	.....	.....	.....	.....	.....
OTHER PORTS	15,442	5,19,787	42,039	41,415	3,73,879	85,313	79
Total.....	16,80,469	16,70,242	3,87,871	47,70,762	3,73,879	86,311	79
Previously Imported.....	2,96,84,213	98,83,970	20,12,900	6,98,60,057	43,00,126	32,43,021	4,661
Total Imports from 1st January to 31st October 1898	3,13,64,682	1,15,54,212	24,00,771	7,46,30,819	46,74,005	33,29,332	4,740
Imported same time last year...	2,59,20,031	1,55,86,979	30,02,344	8,28,94,921	1,27,273	52,59,727	1,816

Total Imports of Treasure from Foreign Countries into Bombay during the year 1898—*contd.*

From 1st to 30th November 1898.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	18,25,600	10,46,580	.....	41,46,931	.....	7,700	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	.....	1,24,124	.....	.....	.....	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	1,54,173	.....	.....	3,23,402	.....	.....	.....
CHINA— Hongkong and Shanghai	11,851	38,125	.....	.....	.....	.....	.....
OTHER PORTS	9,067	2,15,693	35,076	1,22,603	6,65,838	57,371	90
Total	20,00,691	13,00,398	1,59,200	45,92,936	6,65,838	65,071	90
Previously Imported	3,13,64,682	1,15,54,212	24,00,771	7,46,30,819	46,74,005	33,29,332	4,740
Total Imports from 1st January to 30th November 1898	3,33,65,373	1,28,54,610	25,59,971	7,92,23,755	53,39,843	33,94,403	4,830
Imported same time last year	2,74,34,979	1,63,81,701	32,73,639	9,02,91,943	1,94,243	57,82,618	2,436

Total Imports of Treasure from Foreign Countries into Bombay during the year 1898—*contd.*

From 1st to 31st December 1898.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,92,000	2,95,902	.....	14,08,283	.....	2,640	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	3,080	2,00,925	.....	.....	.....	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	54,110	25,925	.....	.....	17	.....	.....
OTHER PORTS	44,276	2,62,198	69,316	3,818	6,34,568	1,35,980	24
Total	7,90,386	5,87,105	2,70,241	14,12,101	6,34,585	1,38,620	24
Previously Imported	3,33,65,373	1,28,54,610	25,59,971	7,92,23,755	53,39,843	33,94,403	4,830
Total Imports from 1st January to 31st December 1898	3,41,55,759	1,34,41,715	28,30,212	8,06,35,856	59,74,428	35,33,023	4,854
Imported same time last year	3,02,96,327	1,70,89,559	34,39,691	9,42,75,862	2,99,275	61,33,339	2,449

Total Exports of Treasure to Foreign Countries from Bombay during the year 1898.

From 1st to 31st January 1898.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	29,52,898	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	1,350	.....	16,56,912	.....	.....
Total Exports from 1st to 31st January 1898	29,52,898	.....	1,350	.....	16,56,912	.....	.....
Exported same time last year...	10,77,669	2,800	3,770	.....	1,56,692	600	4,500

Total Exports of Treasure to Foreign Countries from Bombay during the year 1898—*contd.*

From 1st to 28th February 1898.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	20,00,519	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	5,385
UNITED STATES— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	.....	95,541	.....	.....
OTHER PORTS	.....	.....	5,460	.....	16,28,663	700	.....
Total ...	20,00,519	.....	5,460	.....	17,24,204	700	5,385
Previously Exported...	29,52,898	.....	1,350	.....	16,56,912	.....	.....
Total Exports from 1st January to 28th February 1898	49,53,417	.....	6,810	.....	33,81,116	700	5,385
Exported same time last year...	28,94,618	2,800	3,770	179	18,77,709	2,26,300	4,500

Total Exports of Treasure to Foreign Countries from Bombay during the year 1898—*contd.*

From 1st to 31st March 1898.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	18,49,793	.....	.....	.....	.....	.....	.....
Continent of Europe— Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
United States— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
China— Hongkong and Shanghai	.....	.....	.....	.....	2,55,707	.....	.....
Other Ports	.....	.....	.....	2,201	28,01,447	.....	.....
Total ...	18,49,793	.....	.....	2,201	30,57,154	.....	.....
Previously Exported...	49,53,417	.....	6,810	.....	33,81,116	700	5,385
Total Exports from 1st January to 31st March 1898	68,03,210	.....	6,810	2,201	64,38,270	700	5,385
Exported same time last year ...	55,29,478	2,800	27,952	179	54,42,252	5,51,300	4,500

Total Exports of Treasure to Foreign Countries from Bombay during the year 1898—*contd.*

From 1st to 30th April 1898.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	18,27,022	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	.....	6,66,724	.....	.....
OTHER PORTS	.....	.....	.....	.....	23,57,492	1,93,950	.....
Total...	18,27,022	.....	.....	.....	30,24,216	1,93,950	.....
Previously Exported...	68,03,210	.....	6,810	2,201	64,38,270	700	5,385
Total Exports from 1st January to 30th April 1898	86,30,232	.....	6,810	2,201	94,62,486	1,94,650	5,385
Exported same time last year...	74,37,998	2,800	33,952	3,151	58,87,356	10,81,300	4,500

Total Exports of Treasure to Foreign Countries from Bombay during the year 1898—*contd.*

From 1st to 31st May 1898.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	21,61,114	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	.....	5,45,740	.....	.....
OTHER PORTS	.....	.....	.....	2,082	61,58,415	3,66,250	.....
Total	21,61,114	.....	.....	2,082	67,04,155	3,66,250	.....
Previously Exported	86,30,232	.....	6,810	2,201	94,62,486	1,94,650	5,385
Total Exports from 1st January to 31st May 1898	1,07,91,346	.....	6,810	4,283	1,61,66,641	5,60,900	5,385
Exported same time last year	96,04,075	2,800	36,952	3,151	69,27,450	11,61,300	4,500

Total Exports of Treasure to Foreign Countries from Bombay during the year 1898—*contd.*

From 1st to 30th June 1898.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	20,56,785	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	.....	5,83,073	.....	.....
OTHER PORTS	.....	1,512	.....	.....	31,86,172	7,74,770	.....
Total	20,56,785	1,512	.....	.....	37,69,245	7,74,770	.....
Previously Exported...	1,07,91,346	.....	6,810	4,283	1,61,66,641	5,60,900	5,385
Total Exports from 1st January to 30th June 1898	1,28,48,131	1,512	6,810	4,283	1,99,35,886	13,35,670	5,385
Exported same time last year...	1,17,54,707	2,800	44,295	15,543	91,46,851	12,51,900	4,500

Total Exports of Treasure to Foreign Countries from Bombay during the year 1898—*contd.*

From 1st to 31st July 1898.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	20,07,532	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES— San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	.....	5,62,913	.....	.....
OTHER PORTS	.....	22,500	8,750	.....	27,78,503	13,86,270	.....
Total ...	20,07,532	22,500	8,750	.....	33,41,416	13,86,270	.....
Previously Exported...	1,28,48,131	1,512	6,810	4,283	1,99,35,886	13,35,670	5,385
Total Exports from 1st January to 31st July 1898	1,48,55,663	24,012	15 560	4,283	2,32,77,302	27,21,940	5,385
Exported same time last year.....	1,37,78,642	2,800	50,145	20,341	1,14,73,032	15,47,300	4,500

Total Exports of Treasure to Foreign Countries from Bombay during the year 1898—*contd.*

From 1st to 31st August 1898.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	21,34,624	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES— San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	.....	3,60,740	.....	.....
OTHER PORTS	.....	.....	7,400	.....	22,82,400	18,20,030	.....
Total ...	21,34,624	.....	7,400	.....	26,43,140	18,20,030	.....
Previously Exported...	1,48,55,663	24,012	15,560	4,283	2,32,77,302	27,21,940	5,385
Total Exports from 1st January to 31st August 1898	1,69,90,287	24,012	22,960	4,283	2,59,20,442	45,41,970	5,385
Exported same time last year...	1,58,19,472	2,800	61,625	25,559	1,52,16,717	20,77,300	4,500

Total Exports of Treasure to Foreign Countries from Bombay during the year 1898—*contd.*

From 1st to 30th September 1898

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	19,60,605	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	20,625	2,223	3,16,211	9,14,400	.....
Total...	19,60,605	.....	20,625	2,223	3,16,211	9,14,400	.....
Previously Exported...	1,69,90,287	24,012	22,960	4,283	2,59,20,442	45,41,970	5,385
Total Exports from 1st January to 30th September 1898	1,89,50,892	24,012	43,585	6,506	2,62,36,653	54,56,370	5,385
Exported same time last year	1,77,02,406	2,800	91,704	25,608	2,07,12,564	23,05,300	5,137

Total Exports of Treasure to Foreign Countries from Bombay during the year 1898—*contd.*

From 1st to 31st October 1898.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	20,62,128	850	.....	21	.....	.....	65
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	.....	50	.....	.....	.....	585
UNITED STATES— San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	2,200	8,893	31,265	17,23,289	.....
Total.....	20,62,128	850	2,250	8,914	31,265	17,23,289	650
Previously Exported..	1,89,50,892	24,012	43,585	6,506	2,62,36,653	54,56,370	5,385
Total Exports from 1st January to 31st October 1898	2,10,13,020	24,862	45,835	15,420	2,62,67,918	71,79,659	6,035
Exported same time last year...	1,96,00,833	2,800	1,13,523	39,020	2,71,23,295	24,45,300	5,137

Total Exports of Treasure to Foreign Countries from Bombay during the year 1898—*contd.*

From 1st to 30th November 1898.

TO	GOLD.			SILVER.			
	Bullion.	COIN.		Bullion.	COIN.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	19,42,723	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	13,331	2,175	11,68,406	6,56,700	.....
Total ...	19,42,723	.....	13,331	2,175	11,68,406	6,56,700	.....
Previously Exported...	2,10,13,020	24,862	45,835	15,420	2,62,67,918	71,79,659	6,035
Total Exports from 1st January to 30th November 1898.....	2,29,55,743	24,862	59,166	17,595	2,74,36,324	78,36,359	6,035
Exported same time last year...	2,18,08,879	3,88,737	1,27,313	39,020	2,95,11,916	28,45,700	14,227

Total Exports of Treasure to Foreign Countries from Bombay during the year 1898—*contd.*

From 1st to 31st December 1898.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	20,13,292	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	17,704	6,684	5,20,394	5,10,000	400
Total...	20,13,292	.....	17,704	6,684	5,20,394	5,10,000	400
Previously Exported...	2,29,55,743	24,862	59,166	17,595	2,74,36,324	78,36,359	6,035
Total Exports from 1st January to 31st December 1898	2,49,69,035	24,862	76,870	24,279	2,79,56,718	83,46,359	6,435
Exported same time last year...	2,30,15,887	3,88,737	1,27,313	39,020	3,08,81,246	29,29,800	14,227

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened in the Official Years 1855-56 *to* 1897-98.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1855-56	272¾	13,945,000	11,301,288	25,246,288
1856-57	288¼	14,195,000	14,413,697	28,608,697
1857-58	428⅓	15,275,000	15,815,436	31,090,436
1858-59	626¼	21,730,000	12,817,071	34,547,071
1859-60	839¼	24,265,000	16,356,963	40,621,963
1860-61	1587¾	23,495,000	10,677,077	34,172,077
1861-62	2335¾	22,320,000	14,951,985	37,271,985
1862-63	2550	22,630,000	20,508,967	43,138,967
1863-64	2966¾	27,145,000	22,962,581	50,107,581
1864-65	3372¾	28,150,000	21,363,325	49,513,325
1865-66	3568¾	29,600,000	29,577,301	59,157,301
1866-67	3936⅓	29,040,000	13,236,905	42,276,905
1867-68	4016¼	35,705,000	11,775,374	47,480,374
1868-69	4294¾	35,990,000	15,155,954	51,145,954
1869-70	4775	32,925,000	13,954,807	46,879,807
1870-71	5077¼	34,470,000	5,444,823	39,914,823
1871-72	5370¼	32,090,000	11,573,813	43,663,813
1872-73	5695	31,875,000	4,556,585	36,431,585
1873-74	6227¾	33,835,000	5,792,534	39,627,534
1874-75	6519	36,220,000	8,141,047	44,361,047
1875-76	6833	38,515,000	5,300,722	43,815,722
1876-77	7322¼	37,440,000	11,436,120	48,876,120
1877-78	8212	41,464,000	17,355,459	58,819,459
1878-79	8492¾	37,801,000	7,056,748	44,857,748
1879-80	9308	41,172,000	11,654,894	52,826,894
1880-81	9892	53,086,800	8,997,200	62,084,000
1881-82	10145½	49,113,000	11,322,800	60,435,800
1882-83 ... ... }	10780¼ {	52,098,700	13,453,400	65,552,100
1883-84 ... ... }		55,299,000	12,877,900	68,176,900
1884-85	12000⅛	55,701,600	13,888,200	69,589,800
1885-86	12375½	55,652,000	15,467,000	71,119,000
1886-87	13386	61,812,000	11,048,300	72,860,300
1887-88	14377	65,004,500	13,812,500	78,817,000
1888-89	15242¼	69,437,700	13,845,000	83,282,700
1889-90	16092½	69,199,400	17,454,500	86,653,900
1890-91	16996	71,975,800	21,934,500	93,910,300
1891-92	17564	69,427,600	14,722,600	84,150,200
1892-93	18042	66,278,600	17,009,800	83,288,400
1893-94	18500	77,026,100	18,461,200	95,487,300
1894-95	18855¼	73,516,500	9,581,200	83,097,700
1895-96	19677¾	72,936,100	13,368,000	86,304,100
1896-97	20390¼	76,215,800	13,084,500	89,300,300
1897-98	21156¾	73,634,300	20,530,600	94,164,900

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened in the Official Years 1855-56 *to* 1897-98.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1855-56	272¾	23,040,000	601,177	23,641,177
1856-57	288¼	25,340,000	1,253,426	26,593,426
1857-58	428½	27,460,000	822,438	28,282,438
1858-59	626¼	29,860,000	669,427	30,529,427
1859-60	839¼	27,960,000	929,007	28,889,007
1860-61	1587¾	32,970,000	1,119,549	34,089,549
1861-62	2335¾	36,320,000	683,355	37,003,355
1862-63	2550	*47,860,000	1,111,140	48,971,140
1863-64	2966¾	*65,625,000	1,270,435	66,895,435
1864-65	3372¾	*68,025,000	1,444,775	69,469,775
1865-66	3568¾	*65,490,000	2,165,352	67,655,352
1866-67	3936½	41,860,000	2,431,503	44,291,503
1867-68	4016¼	50,875,000	1,571,946	52,446,946
1868-69	4294¾	53,060,000	1,395,580	54,455,580
1869-70	4775	52,470,000	1,042,353	53,512,353
1870-71	5077¼	55,335,000	2,220,765	57,555,765
1871-72	5370¼	63,190,000	1,495,642	64,685,642
1872-73	5695	55,230,000	1,308,579	56,538,579
1873-74	6227¾	54,980,000	1,958,512	56,938,519
1874-75	6519	56,360,000	1,625,309	57,985,309
1875-76	6833	56,210,000	2,200,236	58,410,236
1876-77	7322½	61,013,000	4,029,898	65,042,898
1877-78	8212	65,222,000	2,210,995	67,432,995
1878-79	8492¾	60,937,000	3,982,228	64,919,228
1879-80	9308	67,210,000	2,035,147	69,245,147
1880-81	9892	74,541,000	1,440,400	75,981,400
1881-82	10145½	81,966,000	1,099,700	83,065,700
1882-83	10780¼	83,485,000	1,041,800	84,526,800
1883-84		88,076,400	1,008,500	89,084,900
1884-85	12000⅓	83,170,100	1,968,900	85,139,300
1885-86	12375½	83,861,200	1,108,200	84,969,400
1886-87	13386	88,481,000	1,720,400	90,201,400
1887-88	14377	90,543,600	1,604,600	92,148,200
1888-89	15242¼	97,060,200	1,784,400	98,844,600
1889-90	16092½	103,448,700	1,906,300	105,355,000
1890-91	16996	100,215,000	2,123,200	102,338,200
1891-92	17564	108,178,000	3,286,700	111,464,700
1892-93	18042	106,574,700	6,958,900	113,533,600
1893-94	18500	106,514,800	4,100,200	110,615,000
1894-95	18855¼	108,929,100	8,226,100	117,155,200
1895-96	19677¾	114,345,900	4,259,800	118,605,700
1896-97	20390¼	103,983,600	4,937,500	108,921,100
1897-98	21156¾	97,635,200	7,148,600	104,373,800

* Exports abnormally high owing to the American Civil War.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1892-93 *to* 1897-98.

	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98
IMPORTS—						
Merchandise, Private.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal	23,22,52,663	29,20,00,829	26,64,47,251	27,20,56,815	30,29,00,607	28,04,00,954
Bombay	25,28,29,327	29,30,68,303	28,81,48,485	27,90,70,360	26,90,30,495	24,60,13,275
Sindh	3,41,67,977	4,22,16,840	4,50,90,416	3,80,96,014	4,39,02,765	4,63,38,090
Madras	5,24,83 961	6,04,64,336	6,71,70,451	5,69,38,590	5,82,37,016	6,39,15,864
British Burmah	5,44,49,904	5,18,65,888	3,46,93,513	4,71,45,063	4,54,73,509	5,72,71,575
Total...	62,61,83,832	73,96,16,196	70,15,50,116	69,33,06,842	71,95,44,392	69,39,39,758
Ditto Government Stores	3,66,02,390	3,06,44,748	3,36,14,926	3,60,54,502	4,26,13,960	4,24,03,401
Total Merchandise...	66,27,86,222	77,02,60,944	73,51,65,042	72,93,61,344	76,21,58,352	73,63,43,159
Treasure, Private.						
Bengal	2,26,10,216	1,83,63,817	1,08,29,075	1,35,90,673	1,77,75,882	3,26,10,705
Bombay	14,47,38,397	15,70,85,980	7,97,64,503	11,52,37,999	10,47,26,368	16,34,75,590
Sindh	13,78,440	59,76,399	32,49,512	17,64,100	31,65,925	37,82,604
Madras	11,65,334	18,94,166	12,08,725	18,17,435	38,33,292	35,01,572
British Burmah	2,05,714	9,32,202	5,38,269	11,79,647	12,52,061	13,92,394
Total...	17,00,98,101	18,42,52,564	9,55,90,084	13,35,89,854	13,07,53,528	20,47,62,865
Ditto Government	.....	3,60,000	2,22,000	90,000	92,107	5,43,305
Total Treasure...	17,00,98,101	18,46,12,564	9,58,12,084	13,36,79,854	13,08,45,635	20,53,06,170
Grand Total of Imports...	83,28,84,323	95,48,73,508	83,09,77,126	86,30,41,198	89,30,03,987	94,16,49,329
EXPORTS—						
Merchandise, Private. (Foreign Goods.)						
Bengal	26,58,380	16,42,474	16,94,979	15,23,931	18,10,970	17,78,609
Bombay	3,61,10,465	3,48,06,604	4,13,81,511	3,77,45,286	3,12,61,727	2,76,96,058

Sindh	61,29,631	67,30,814	68,47,431	72,35,476	66,89,164	72,91,981
Madras	6,35,582	8,65,034	4,17,072	4,27,071	3,35,670	5,80,924
British Burmah	3,09,079	3,04,054	2,34,375	2,78,533	2,38,841	2,77,513
Total...	4,58,43,137	4,43,48,980	5,05,75,368	4,72,10,297	4,03,36,372	3,76,25,085
(Indian Produce and Manufactures.)						
Bengal	41,34,91,410	41,80,63,748	45,84,24,462	46,42,27,935	45,37,86,091	44,95,02,147
Bombay	36,83,34,149	35,25,89,496	30,23,79,023	34,17,58,339	30,03,64,020	24,68,85,081
Sindh	3,51,65,876	6,15,78,078	5,45,55,775	5,64,47,557	3,31,36,082	3,87,00,454
Madras	11,06,18,609	11,58,29,671	12,44,27,219	12,76,96,456	11,79,82,198	11,35,44,416
British Burmah	9,16,98,748	7,21,80,774	9,79,41,462	10,54,02,773	9,35,33,433	8,91,39,539
Total...	1,01,93,08,792	1,02,02,41,767	1,03,77,27,941	1,09,55,33,060	99,88,01,824	93,77,71,637
Total Fgn. & Indian Merchandise exported.						
Bengal	41,61,49,790	41,97,06,222	46,01,19,441	46,57,51,866	45,55,97,061	45,12,80,756
Bombay	40,44,44,614	38,73,96,100	34,37,60,534	37,95,03,625	33,16,25,747	27,45,81,139
Sindh	4,12,95,507	6,83,08,892	6,14,03,206	6,36,83,033	3,98,25,246	4,59,92,435
Madras	11,12,54,191	11,66,94,705	12,48,44,291	12,81,23,527	11,83,17,868	11,41,25,340
British Burmah	9,20,07,827	7,24,84,828	9,81,75,837	10,56,81,306	9,37,72,274	8,94,17,052
Total...	1,06,51,51,929	1,06,45,90,747	1,08,83,03,309	1,14,27,43,357	1,03,91,38,196	97,53,96,722
Ditto Government Stores	5,94,786	5,57,793	9,87,792	7,15,984	6,97,988	9,55,080
Total Merchandise...	1,06,57,46,715	1,06,51,48,540	1,08,92,91,101	1,14,34,59,341	1,03,98,36,184	97,63,51,802
Treasure, Private.						
Bengal	57,06,428	29,27,088	84,80,649	20,28,130	32,78,127	1,18,30,971
Bombay	6,12,95,658	3,52,68,431	7,13,68,611	3,54,94,841	4,45,47,680	5,80,41,367
Sindh	5,59,522	2,87,112	3,95,057	5,69,300	6,45 235	2,54,673
Madras	13,78,334	10,58,740	13,09,350	42,29,734	4,73,800	5,61,931
British Burmah	3,50,000	7,06,000	26,500	1,000	3,14,063	6,52,748
Total...	6,92,89,942	4,02,47,371	8,15,80,167	4,23,23,005	4,92,58,905	7,13,41,690
Ditto Government	2,99,295	7,54,550	6,80,550	2,75,100	1,16,050	1,44,780
Total Treasure...	6,95,89,237	4,10,01,921	8,22,60,717	4,25,98,105	4,93,74,955	7,14,86,470
Grand Total of Exports...	1,13,53,35,952	1,10,61,50,461	1,17,15,51,818	1,18,60,57,446	1,08,92,11,139	1,04,78,38,272

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1895-96 *to* 1897-98.

Articles.	Quantities.			Value.		
	1895-96.	1896-97.	1897-98.	1895-96.	1896-97.	1897-98.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	6,326	4,006	2,435	20,95,745	21,25,806	8,33,138
Apparel, &c. (Excluding Boots and Shoes) value.	.....	....	.....	62,57,071	59,81,270	37,08,513
Arms, Ammunition, &c. (Excluding Dynamite) ,,	.....	.....	.....	5,26,158	4,94,085	4,02,202
Articles imported by Post ... ... ,,	.....	.....	.....	31,57,057	27,50,848	27,49,065
Building and Engineering Materials ... ,,	.....	.....	.....	4,99,236	4,94,853	5,75,382
Cabinetware and Furniture ... ... ,,	.....	.....	.....	6,22,107	4,78,157	2,61,544
Candles ... . lbs.	1,444,398	925,864	829,483	4,97,117	2,71,172	2,16,736
Clocks and Watches ... ... No.	110,563	104,815	102,830	9,09,474	8,48,966	6,46,695
Coal, Coke, and Patent Fuel ... ... tons.	552,505	363,442	174,565	1,01,36,111	72,11,386	34,92,398
Cotton—Raw ... ... cwts.	115,416	52,311	42,489	22,30,999	11,76,205	9,65,564
Cotton—Twist and Yarn ... ... lbs.	10,497,170	9,677,674	11,945,040	68,01,691	64,18,694	69,81,372
Do. Piece Goods ... ... yards.	455,035,920	519,532,789	495,788,851	6,11,99,178	7,06,68,902	6,00,65,657
Do. Shawls & Handkerchiefs ... No.	11,362,619	8,490,033	5,967,555			
Do. Hosiery, Thread, Net, Canvas &c. value.	.....	.....	.....	17,80,756	19,53,928	13,87,630
Chemical Products and Preparations ... value.	.....	.....	.....	18,26,761	15,16,721	17,81,982
Dynamite and other Explosives ... ... cwts.	.....	308	1,980	.....	28,501	1,35,538
Drugs, Medicines & Narcotics (Excluding Tobacco) .. .. value.	.. ...	.....	....	25,32,721	20,94,648	22,77,939
Dyeing and Colouring Materials—Aniline and Alizarine Dyes lbs.	6,817,145	6,152,158	6,403,467	60,75,770	51,74,280	50,69,847
,, Other Sorts .. .. cwts.	12,131	5,491	11,111	10,54,979	7,70,608	9,35,974
Earthenware and Porcelain .. .. value.	.. .	.....	.....	8,76,886	8,48,603	6,87,240
Fireworks ... . ,,	....	....	....	3,73,850	4,23,502	3,71,294
Glass and Glassware ... . ,,	.....	....	.....	39,85,088	35,80,631	23,16,544
Gums & Resins (Excluding Cutch & Gambier) cwts.	65,711	57,275	60,413	9,03,260	7,19,876	7,05,962
Hardware and Cutlery ... . value.	.....	....	.....	59,52,951	63,23,146	46,91,937
Hides and Skins .. .. cwt.	14,350	16,423	16,503	7,68,530	8,07,416	8,60,833
Instruments and Apparatus .. ... value.	.....	....	.....	15,77,043	14,93,517	12,98,684
Ivory, Unmanufactured ... . lbs.	445,847	327,245	334,458	30,52,249	21,66,566	21,41,618
Do. Manufactured .. .. value.	.....	....	.....	3,62,398	1,76,863	2,93,809
Jewellery, Precious Stones, Pearls, &c. .. ,,	.. ..	.. ...	.....	68,03,324	58,83,852	50,66,287
Leather, Unwrought, Saddlery, &c. ... ,,	.....	.....	...	14,27,908	12,91,594	11,21,223
Do. (Boots & Shoes) ... ... pairs.	167,037	136,834	119,363	6,63,777	5,29,781	4,17,587
Liquors—Ale, Beer, and Porter ... ... gallons.	834,187	862,201	882,795	11,26,569	11,70,027	11,97,465
Do. Spirits ... . ,,	330,116	353,811	350,903	25,48,473	26,40,291	26,32,847
Do. Wines and Liqueurs ... .. ,,	154,323	127,588	98,746	13,56,980	11,15,675	8,49,911

Liquors—Other sorts	...	...	„	875	638	669	3,014	1,738	2,016
Machinery and Millwork			value.	.....	.....	.....	1,16,82,952	1,22,94,004	1,01,41,118
Matches, Lucifer and other			„	.....	.....	.....	12,37,773	9,81,762	15,74,214
Metals—Brass			cwts.	4,951	4,010	4,689	2,79,887	2,49,539	2,82,050
Do. Copper...			„	154,671	51,786	72,892	75,27,437	25,56,831	35,74,219
Do. Mixed or Yellow Metal ...			„	146,500	53,927	82,244	56,66,273	21,37,344	32,29,575
Do. Iron			„	1,253,820	9,72,221	973,805	85,29,828	69,48,290	71,24,409
Do. Lead			„	20,504	17,128	13,963	2,51,750	2,08,488	1,80,698
Do. Quicksilver			lbs.	187,426	113,505	114,398	3,21,556	1,77,655	1,79,009
Do. Steel			cwts.	592,459	561,336	748,255	35,60,368	34,33,567	44,81,131
Do. Tin			„	15,573	9,788	9,215	9,57,825	5,56,933	5,16,635
Do. Zinc or Spelter			„	30,276	17,404	20,574	4,27,882	2,62,189	3,15,695
Do. Other sorts			„	4,212	5,522	7,552	5,26,031	5,92,663	7,58,228
*Oil—Kerosine			*... gallons.*	*12,577,631*	*19,393,048*	30,004,770			
Do. other sorts			„	968,184	1,509,575	2,006,389	78,03,140	1,13,03,575	1,49,05,423
Do. Paraffin wax...			cwts.	.....	462	320			
Paints and Colours (excluding Painters' Materials)			cwts.	101,287	89,581	71,971	13,18,939	11,33,972	11,03,679
Paper and Pasteboard			value.	.....	.....	.....	24,52,929	23,17,081	18,58,865
Perfumery, other than Musk ...			„	.....	.....	.....	1,82,586	1,63,306	1,79,180
Provisions			„	.....	.....	.....	74,29,531	59,19,483	64,71,548
Railway Plant and Rolling Stock ...			„	.....	.....	.....	77,60,350	1,20,30,947	1,06,20,903
Silk—Raw			lbs.	2,632,839	1,969,970	1,657,501	1,01,16,133	70,56,415	50,48,271
Do. Piece Goods (including silk mixed with other materials)			yards	11,470,878	10,768,715	8,660,776	95,42,529	84,00,839	67,94,742
Spices			lbs.	13,641,835	9,853,681	1,20,90,835	21,17,317	14,52,142	17,38,277
Sugar, refined			cwts.	1,513,837	1,516,699	2,155,316	1,84,34,024	1,76,62,019	2,43,14,551
Tea			lbs.	7,008,793	7,346,102	2,923,585	47,66,544	49,96,726	19,06,328
Tobacco, Cigars, &c.			„	500,503	444,493	381,197	6,53,950	5,94,186	4,99,306
Umbrellas			No.	1,195,609	1,553,002	1,194,833	11,55,107	14,61,068	11,01,384
Wool—Raw			lbs.	3,632,866	2,947,158	2,932,026	10,95,378	8,91,218	8,42,781
Woollen Piece Goods			yards.	6,640,889	7,185,797	3,652,202	60,79,098	60,41,610	29,94,629
All other Articles			value.	.....	.....	.....	1,68,04,760	1,71,55,969	1,61,72,350
		Total Value...		.....	.....	.....	27,86,67,112	26,85,50,883	24,60,51,631
Treasure—Gold			Czs. ...	627,239	536,002	865,455	4,52,83,009	3,64,67,348	5,57,52,304
Do. Silver...			„ ...	28,653,150	30,046,337	56,320,506	6,99,42,630	6,82,59,020	10,77,23,286
		Total Treasure...		29,280,389	30,582,339	57,185,961	11,52,25,639	10,47,26,368	16,34,75,590
		Grand Total Rs ...		.....	.....	.....	39,38,92,751	37,32,77,201	40,95,27,221

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1895-96 *to* 1897-98.

ARTICLES.	Quantities.			Value.		
	1895-96.	1896-97.	1897-98.	1895-96.	1896-97.	1897-98.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	10,412	6,881	4,696	7,50,812	4,24,139	2,47,944
Coir, unmanufactured & manufactured (Excluding Ropes) ... ... „	45,289	41,893	39,038	3,77,754	3,36,462	3,12,908
Cotton—Raw ... ... „	3,829,786	3,843,158	2,682,629	10,47,82,132	9,53,05,637	6,32,11,956
Do. Twist and Yarn ... ... lbs.	172,371,759	176,621,227	170,067,913	6,29,60,602	6,48,92,016	5,94,77,832
Do. Piece Goods ... ... yards.	69,700,464	54,554,817	44,735,155	} 95,37,648	74,14,456	58,74,151
Do. Shawls and Handkerchiefs... No.	609,602	7,48,883	410,227			
Do. Hosiery, Thread, Net, Canvas, &c. value	.....	.....	.....	3,60,027	2,57,008	3,10,970
Dyeing and Colouring Materials (including Cutch, Gambier & Lac)—						
Indigo ... ... cwts.	7,330	8,647	9,631	15,97,366	17,47,148	18,47,967
Myrabollams ... ... „	864,947	765,697	616,553	36,85,525	32,75,092	23,08,849
Other Sorts ... ... „	45,036	16,003	14,783	3,60,461	1,21,897	1,41,152
Grain and Pulse—						
Rice not in the Husk ... ... „	887,125	810,729	682,788	46,27,704	47,67,884	40,89,358
Wheat ... ... „	2,797,842	1,159,698	377,594	1,15,59,492	51,27,606	21,24,093
Wheat Flour ... ... lbs.	72,987,231	64,162,507	45,868,877	41,01,012	40,87,658	34,11,559
Other Sorts ... ... cwts.	1,154,775	793,179	578,875	39,31,967	29,89,305	25,26,907
Hides and Skins—						
Hides ... ... No.	338,161	286,926	259,512	16,53,081	13,43,856	12,12,214
Skins ... ... „	3,916,868	4,132,554	4,278,406	52,95,099	58,82,483	59,90,536
Oils ... ... gals.	279,550	225,526	152,317	7,77,932	4,73,621	4,18,483
Opium ... ...chests.	24,471	22,731	18,223½	3,41,29,348	3,05,41,993	2,20,36,067
Provisions ... ... value.	.....	.....	.....	12,86,252	16,71,352	17,43,202
Seeds—						
Linseed ... ... cwts.	2,704,573	2,467,911	1,412,456	1,98,65,076	1,70,26,457	88,50,048
Rape ... ... „	1,732,572	1,350,422	2,156,012	1,10,13,395	95,14,774	1,56,95,165
Gingelly ... ... „	1,599,973	6,67,869	1,418,033	1,26,82,598	56,10,374	1,09,85,226
Poppy ... ... „	513,385	560,716	473,047	44,89,146	44,77,895	34,90,672
Castor ... ... „	923,391	825,793	856,845	45,66,351	53,24,080	61,59,632
Groundnuts ... ... „	796,968	2,38,795	19,966	55,47,148	17,86,067	1,48,203
Other Sorts ... ... „	321,172	145,819	296,830	18,55,677	9,03,030	13,83,508

Spices ... ... lbs.	7,629,539	7,554,568	5,697,253	17,01,848	14,38,674	1,137,400
Sugar—Refined ... ... cwts.	12,004	9,390	10,493	1,96,794	1,55,830	1,67,820
Do. unrefined (Molasses, Goor, &c.)... ,,	30,330	22,859	12,649	2,32,405	1,82,381	1,13,088
Tea ... ... lbs.	3,940,295	2,413,247	1,983,315	27,25,276	15,82,970	11,91,545
Tobacco, Cigars, &c. ... ... ,,	7,480,911	6,383,325	3,581,689	9,19,590	8,11,710	4,65,369
Wool—Raw ... ... ,,	16,968,012	14,240,439	15,334,488	79,93,608	67,43,726	73,32,725
Woollen Shawls ... ... No.	4,183	2,078	1,403	1,83,414	1,41,077	1,32,863
All other Articles ... ... value.	.....	.....	.....	1,58,54,089	1,40,02,457	1,23,43,517
Total Value Rs.	.....	.....	.....	34,16,00,629	30,03,61,115	24,68,82,929
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	932,891	1,205,464	1,652,936	5,96,288	7,79,650	9,52,884
Do. Piece Goods ... ... yards.	86,778,210	65,735,197	63,532,221	1,68,96,136	1,27,94,264	1,20,81,547
Do. Shawls and Handkerchiefs ... No.	1,544,258	1,146,286	993,424			
Do. Hosiery, Thread, Net, Canvas, &c. value	.....	.....	.....	2,94,110	3,04,733	2,47,660
Gums and Resins (excluding Cutch and Gambier) ... ... cwts.	45,611	33,733	35,322	7,53,121	5,40,495	5,84,358
Ivory, unmanufactured ... ... lbs.	173,499	159,615	131,467	9,63,448	9,42,609	6,67,468
Provisions ... ... value	.....	.....	.....	11,78,380	8,56,241	10 39,488
Silk—Raw... ... ... lbs.	52,143	84,351	63,554	1,80,663	2,39,155	1,85,151
Do. Piece Goods (including silk mixed with other materials) ... ... yards.	1,252,298	1,144,104	716,027	8,78,726	7,66,873	5,65,525
Sugar—Refined ... ... cwts.	169,921	171,228	83,208	20,83,902	20,82,580	9,52,392
Tea ... ... lbs.	4,366,963	4,569,604	2,631,691	36,08,616	37,09,898	21,43,021
Wool—Raw ... ... ,,	2,978,824	1,139,078	830,284	13,23,210	4,48,465	3,30,033
Do. Piece Goods... ... ... yards.	465,613	351,320	199,048	4,38,133	3,62,717	2,26,663
All other Articles ... ... value.	.....	.....	.....	85,34,787	74,34,047	77,19,868
Total Value Rs.	.....	.....	.....	3,77,29,520	3,12,61,727	2,76,96,058
Grand Total Rs....	.....	.....	.....	37,93,30,149	33,16,22,842	27,45,78,987
Treasure—Gold ... ... Ozs...	292,550	347,873	396,977	2,02,10,347	2,20,01,407	2,37,19,953
Do. Silver ... ... ,, ...	6,209,112	9,776,607	19,206,907	1,52,84,494	2,25,46,273	3,43,21,414
Total Treasure...	6,501,662	10,124,480	19,603,884	3,54,94,841	4,45,47,680	5,80,41,367
Grand Total Rs...	.....	.....	.....	41,48,24,990	37,61,70,522	33,26,20,354

Quantities and Value of the Principal Articles imported in the years ending 31st December 1896, 1897, and 1898.

ARTICLES.	Quantities.			Value.		
	1896.	1897.	1898.	1896.	1897.	1898.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	9,571	7,728	7,811	38,28,988	23,00,438	27,42,015
Apparel (including Millinery, &c.) ... value.	.....	.....	.....	1,46,97,230	1,09,15,312	1,18,99,463
Arms, Ammunition, &c. ... ... ,,	.....	.....	.....	26,64,641	28,97,200	24,93,306
Books and Printed Matters ... ... cwts.	13,825	13,259	13,154	24,36,658	20,29,976	19,03,489
Building and Engineering Materials ... value.	.....	.....	.....	18,80,243	19,05,260	18,42,492
Coffee ... ... cwts.	10,026	10,246	17,455	6,11,646	4,87,466	6,15,659
Coal, Coke and Patent Fuel ... ... tons.	617,647	257,273	331,285	1,18,06,841	55,15,007	63,65,938
Cotton—Raw ... ... cwts.	80,757	44,356	46,837	17,63,937	9,91,798	10,95,100
,, Twist and Yarn ... ... lbs.	52,389,669	51,102,313	50,127,830	3,50,40,068	3,14,70,788	2,84,01,325
,, Piece Goods... ... ... yards.	1,999,262,822	1,733,855,954	2,076,390,290	26,11,28,355	21,12,25,824	24,00,44,561
,, Shawls, Hosiery, Thread, &c.... value.	.....	.....	.....	68,29,799	56,55,837	72,62,599
Corals, Real ... ... lbs.	276,660	205,764	220,492	8,86,181	6,63,774	7,07,929
Chemicals ... ... value.	.....	.....	.....	41,87,275	42,73,934	42,91,808
Clocks and Watches... ... ... No.	177,363	157,287	247,421	14,10,558	9,99,070	13,10,191
Candles ... ... lbs.	3,860,835	3,883,722	3,380,057	12,33,084	10,66,587	8,63,000
Drugs, Medicines and Narcotics ... value.	.....	.....	.....	81,99,359	83,34,880	78,12,401
Dyeing and Tanning materials (Alizarine and Aniline dyes) .. .. lbs.	7,403,423	7,234,784	8,153,952	65,68,940	58,60,774	61,89,527
,, other sorts .. .. cwts.	37,396	40,080	45,312	15,09,266	13,94,873	12,86,850
Earthenware and Porcelain ... .. value.	....	....	....	22,65,414	19,36,985	19,88,387
Flax, manufactured and unmanufactured... ,,	....	.....	.....	15,55,580	15,01,335	14,37,158
Fruits and Vegetables ... ... ,,	.....	.....	.....	10,94,990	15,34,510	11,33,552
Gums and Resins .. .. .. cwts.	122,615	95,446	104,629	13,11,061	10,26,864	10,21,882
Glass .. .. value.	.....	.....	.....	78,84,453	54,55,781	61,79,566
Hides and Skins, dressed and undressed—						
Hides ... ... cwts.	6,641	3,895	4,503	2,68,029	1,98,301	1,90,224
Skins ... ... ,,	24,266	22,970	24,293	13,91,215	12,57,305	13,45,686
Ivory, unmanufactured ... ... lbs.	365,871	359,592	257,937	23,67,298	23,37,066	16,45,502
Instruments and Apparatus ... ... value.	.....	.....	.....	34,06,633	29,52,980	32,50,760

Jewellery, Precious Stones, Pearls, &c.	value.	.....	.....	.....	65,90,431	53,08,149	54,37,327
Liquors—Ale, Beer and Porter	gallons	2,995,935	3,075,313	2,894,089	47,78,124	47,48,350	45,58,631
„ Spirits	„	1,187,691	1,220,868	1,208,890	80,91,149	82,14,574	81,21,110
„ Wines, Liqueurs, &c.	„	399,467	334,443	354,338	39,15,311	32,46,342	33,34,403
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	22,51,470	18,30,152	18,94,587
„ Boots and Shoes	pairs.	393,010	420,734	562,988	14,40,925	12,37,276	14,48,203
Metals (excluding Hardware & Cutlery)	tons.	320,835	298,080	283,151	6,42,31,130	5,73,04,932	5,41,44,507
„ Hardware and Cutlery	value.	.....	.....	.....	1,50,18,312	1,36,01,828	1,38,31,036
Machinery and Millwork	„	.....	.....	.....	3,78,59,596	3,02,52,395	2,90,31,023
Matches, Lucifer and other	„	.....	.....	.....	33,12,334	37,07,344	40,26,009
Oil, Kerosine	gallons	62,382,418	72,248,134	78,741,065	2,79,39,766	3,03,81,516	3,02,28,413
Oils, other kinds	„	5,788,088	7,998,058	7,558,223	52,15,192	76,86,346	61,04,925
Provisions	value.	.....	.....	.....	1,62,05,817	1,71,25,901	1,49,69,607
Paints and Colours	cwts.	213,106	172,985	191,491	28,86,011	26,02,578	25,32,862
Painters' Materials	value.	.....	.....	.....	7,94,076	5,92,340	7,06,657
Paper and Pasteboard	„	.....	.....	.....	42,03,354	30,55,590	38,25,565
Perfumery	„	.....	.....	.....	2,25,530	2,55,341	2,43,746
Railway Plant and Rolling Stock	„	.....	.....	.....	1,96,19,828	3,27,84,690	2,55,19,646
Salt	tons.	304,154	434,249	452,083	56,70,278	82,16,285	72,59,137
Silk, Raw	lbs.	2,555,266	2,045,144	2,053,559	99,23,228	69,38,906	69,80,611
„ Piece Goods (including goods mixed with other materials)	yards.	17,915,534	13,045,441	15,993,887	1,46,58,410	99,31,861	1,16,16,142
Soap	cwts.	59,115	57,556	76,571	12,49,027	11,81,552	12,81,454
Spices	lbs.	79,718,035	94,541,583	81,716,328	66,32,982	73,63,886	79,18,012
Stationery (excluding Paper)	value.	.....	.....	.....	34,68,950	27,39,403	28,13,101
Sugar and Sugarcandy, Refined	cwts.	2,557,909	3,323,137	4,034,150	3,03,78,996	3,76,93,813	4,28,43,008
„ Unrefined (Molasses, Goor, &c.)	„	190,952	341,466	276,231	4,22,893	6,92,914	5,59,717
Tea	lbs.	8,775,726	4,488,052	3,230,892	57,34,980	27,54,013	17,20,582
Toys and Requisites for Games	value.	.....	.....	.....	19,57,027	14,65,710	15,42,548
Umbrellas	No.	3,886,125	3,839,980	3,315,428	32,13,067	30,79,765	27,22,659
Wood, Timber	tons.	36,123	28,073	20,958	21,76,094	16,78,605	12,09,476
„ other Sorts, including woodenware	value.	.....	.....	.....	7,23,500	9,35,213	4,48,366
Wool, Raw	lbs.	4,521,746	4,846,028	3,159,454	12,52,783	14,26,090	9,13,905
„ Piece Goods	yards.	14,313,656	9,372,724	12,774,522	1,21,70,538	76,86,067	1,01,86,683
„ Shawls, Braids, &c.	value.	.....	.....	.....	49,53,460	33,51,495	46,39,603
All other Articles	„	.....	.....	.....	2,45,68,333	2,80,00,673	2,13,79,921
Total Value Rs.		.....	.....	.....	74,19,59,684	66,52,61,825	68,13,13,552

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1896, 1897, and 1898.

ARTICLES.	Quantities.			Value.		
	1896.	1897.	1898.	1896.	1897.	1898.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	287,668	205,117	200,384	2,16,51,157	1,48,05,020	1,28,09,733
Cotton—Raw ... ... ,,	5,215,808	4,458,255	4,744,031	13,80,38,155	10,81,18,586	10,17,58,656
,, Twist and Yarn ... ... lbs.	214,553,062	181,125,905	206,446,368	7,90,09,566	6,42,79,617	6,47,36,634
,, Piece Goods ... ... yards.	81,112,442	66,053,624	55,193,308	1,32,85,306	1,08,35,692	99,65,903
,, Shawls, Hosiery, &c. ... value.	.....	.....	.....	12,85,418	12,71,744	11,32,649
Coir, Unmanufactured ... ... cwts.	37,419	54,434	59,522	2,59,733	3,88,651	4,36,480
,, Manufactured (excluding Cordage). ,,	282,148	235,765	319,337	26,52,657	23,11,709	30,46,593
Dyeing and Colouring Materials—						
Indigo ... ... ,,	162,613	156,767	142,594	4,38,34,242	4,04,91,879	3,23,84,046
Myrabollams ... ... ,,	925,182	7,11,278	811,340	38,27,094	25,28,964	28,34,375
Cutch and Gambier ... ... ,,	155,343	112,260	71,451	31,88,046	21,78,778	14,49,993
Other sorts ... ... ,,	79,669	45,724	64,716	4,52,549	3,30,908	5,13,826
Grain and Pulse—						
Rice in the Husk ... ... ,,	489,871	402,822	511,591	10,30,759	9,67,416	12,91,363
,, not in the Husk ... ... ,,	30,016,513	24,872,215	37,478,228	11,94,09,462	11,27,36,350	15,61,42,488
Wheat ... ... ,,	2,540,170	1,122,821	18,635,471	1,09,15,769	63,99,028	9,53,58,515
Wheat Flour ... ... lbs.	79,470,029	52,104,786	755,642	48,15,642	39,11,858	49,25,604
Other Sorts ... ... cwts.	1,957,371	806,278	3,102,766	71,61,862	42,37,111	1,15,78,335
Hides and Skins—						
Hides ... ... ,,	710,233	909,731	734,894	3,25,88,512	4,08,37,032	3,72,52,116
Skins ... ... ,,	251,461	290,345	293,076	3,56,11,099	3,90,29,243	3,85,80,360
Jute—Raw... ... ... ,,	11,899,162	12,862,401	11,653,897	10,77,39,646	9,63,39,577	7,63,59,575
,, Gunny Bags ... ... No.	141,641,782	200,684,109	186,104,907	3,35,96,035	3,82,14,433	3,44,08,647
,, Cloth ... ... yds.	151,500,039	233,303,188	262,350,704	1,46,94,716	2,11,23,507	2,19,79,938
,, Other Sorts ... ... cwts.	.....	.....	.....	5,89,864	7,67,608	5,46,994
Lac—Shell, Button, Stick, &c. ... ,,	203,985	228,786	186,581	1,49,55,593	1,23,58,215	89,62,548
Opium ... ...chests.	59,684	59,162	62,464	7,98,15,484	6,62,50,800	6,50,48,580
Oils ... ... { gallons	4,481,729	3,272,000	4,775,805	66,85,396	59,49,183	77,44,349
{ cwts.	96,230	222,603	247,797			
Provisions (excluding Wheat Flour) ... value.	.....	.....	.....	54,52,179	53,10,067	54,78,543
Spices ... ... lbs.	29,598,934	31,107,043	26,863,930	45,85,824	52,69,826	46,85,076
Saltpetre..... ... ... cwts.	520,640	489,558	374,102	59,45,705	48,81,927	35,48,555

Seeds—						
Linseed	cwts.	6,354,415	3,650,819	8,701,051	4,24,68,591	2,26,41,469	5,05,78,710
Rape	„	1,943,236	3,227,963	4,692,536	1,32,27,850	2,26,04,543	2,79,26,146
Gingelly	„	2,099,810	1,513,658	2,663,774	1,73,10,042	1,25,91,928	1,99,74,886
Poppy	„	865,732	756,673	893,090	68,91,804	54,44,573	57,91,187
Castor	„	1,191,497	903,274	1,245,800	73,30,163	66,36,577	76,92,370
Groundnuts	„	907,643	60,470	26,259	61,83,491	3,94,629	1,75,519
Other Sorts	„	305,483	303,160	416,630	22,67,883	25,05,955	25,95,922
Silk, Raw	lbs.	1,506,006	1,573,896	1,766,384	52,29,210	51,39,548	51,62,439
„ Piece Goods (including Silk mixed with other Materials)	yds.	1,677,959	1,530,602	1,326,553	16,35,402	14,54,160	12,21,576
Sugar and Sugarcandy, Refined ...	cwts.	71,244	36,425	35,673	7,51,841	4,79,207	4,53,076
„ Unrefined (Molasses, Goor, &c.)...	„	1,341,232	5,28,136	299,083	76,31,528	28,20,664	14,72,546
Tea	lbs.	145,414,934	152,076,935	156,642,313	7,97,76,347	8,11,08,256	8,00,42,282
Tobacco, Cigars, &c.	„	12,770,691	10,260,148	13,241,934	19,68,211	15,27,979	20,57,306
Wood, Teak	tons.	57,082	80,358	79,516	58,99,209	96,61,083	95,41,957
„ Other sorts (including woodenware)	value.	.....	.....	.....	12,16,230	11,62,888	11,80,778
Wool, Raw	lbs.	29,383,361	29,370,832	28,108,765	1,28,74,593	1,27,72,807	1,26,07,796
„ Manufactures of	value.	.....	.....	.....	19,66,676	22,39,654	22,74,852
All other Articles	„	.....	.....	.....	3,41,46,312	3,36,91,579	3,49,05,765
Total Value Rs...		.....	.....	.....	1,04,18,02,853	93,65,02,228	1,07,06,13,587
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,380,256	1,772,269	1,680,998	9,02,755	10,50,107	9,06,883
„ Piece Goods	yds.	79,833,208	68,618,828	64,838,980	1,50,63,015	1,27,26,205	1,14,84,278
„ Shawls, Thread, &c. ...	value	.....	.....	.....	6,26,816	4,28,929	3,26,293
Ivory, Unmanufactured	lbs.	174,346	129,555	138,510	10,00,468	6,91,473	6,89,606
Metals	cwts.	359,741	251,112	212,820	20,72,383	12,07,874	11,75,509
Silk, Raw	lbs.	98,938	65,359	66,002	2,78,839	1,83,729	1,68,641
„ Piece Goods	yards.	1,391,869	783,152	566,624	9,51,361	6,05,276	4,44,655
Spices	lbs.	1,534,869	893,768	694,283	2,72,075	1,71,868	1,69,946
Sugar and Sugarcandy, Refined ...	cwts.	189,985	114,395	150,569	23,32,138	13,33,243	16,77,920
Tea	lbs.	5,758,816	2,880,193	2,171,331	46,72,909	23,11,514	14,19,948
Wool, Raw	„	15,008,681	14,015,994	10,731,010	70,58,155	64,06,351	47,49,667
All other Articles	value.	.....	.....	.....	1,08,83,243	1,01,14,978	93,78,459
Total Value Rs....		.....	.....	.....	4,61,14,157	3,72,31,547	3,25,91,805
Grand Total Rs....		.....	.....	.....	1,08,79,17,010	97,37,33,775	1,10,32,05,392

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1896, 1897, and 1898.

ARTICLES.		Quantities.			Value.		
		1896.	1897.	1898.	1896.	1897.	1898.
					Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	64,28,095	37,34,108	42,59,530
Arms, Ammunition, &c.	„	.....	.....	.....	5,16,197	5,65,179	3,82,536
Building and Engineering Materials...	„	.....	.....	.....	5,97,031	5,23,471	5,56,832
Cabinetware and Furniture ...	„	.....	.....	.....	5,38,588	2,51,102	2,95,700
Candles	lbs.	1,185,229	770,377	688,629	3,64,931	2,06,178	1,75,873
Clocks and Watches	No.	125,268	89,004	125,538	9,97,878	5,84,224	7,89,586
Coal, Coke and Patent Fuel ...	tons.	479,229	157,598	224,198	92,35,844	33,41,472	41,98,645
Cotton—Twist and Yarn	lbs.	11,592,951	9,805,840	10,762,506	77,68,703	59,39,400	58,00,688
„ Piece Goods	yards.	534,378,886	459,487,681	543,406,230	7,31,02,930	5,63,58,712	6,41,68,290
„ Shawls and Handkerchiefs ...	No.	9,400,791	5,340,627	6,288,410	8,82,411	4,36,166	4,46,052
„ Lace, Nets, Hosiery, &c. ...	value.	.....	.....	.....	20,16,402	13,47,058	17,05,296
Chemical Products and Preparations.	„	.....	.....	.....	17,28,372	16,35,383	14,56,319
Drugs and Medicines	„	.....	.....	.....	24,11,495	21,49,989	21,77,994
Dyeing and Coloring Materials—							
Aniline and Alizarine Dyes ...	lbs.	6,515,264	6,177,122	6,735,136	56,30,630	48,45,315	50,73,948
Other sorts	cwts.	12,896	9,137	18,231	10,04,218	8,57,825	8,64,184
Earthenware and Porcelain ...	value.	.....	.....	.....	8,90,495	6,60,765	6,42,915
Fireworks	„	.....	.....	.....	4,51,200	3,69,880	3,95,978
Glass	„	.....	.....	.....	42,67,918	21,83,070	28,46,545
Gums and Resins	cwts.	70,663	57,870	59,816	8,89,509	6,79,151	6,87,878

Hides and Skins—						
Hides...	No.	11,613	2,414	5,365	40,210	28,123	33,313
Skins...	„	796,369	832,026	922,349	7,86,337	7,97,243	8,78,002
Instruments and Apparatus ...	value.	.....	.....	.....	16,40,048	11,98,971	13,77,663
Ivory, unmanufactured	lbs.	362,551	357,375	253,896	23,35,602	23,20,519	16,13,616
Jewellery, Precious Stones, Pearls, &c.	value.	.....	.....	.....	59,38,219	47,95,953	46,76,227
Leather (including Saddlery, &c.) ...	„	.....	.....	.....	14,30,178	10,51,369	11,46,102
„ Boots and Shoes	pairs.	159,774	122,134	134,360	6,32,572	4,31,971	4,39,770
Liquors—Ale, Beer and Porter ...	gallons	862,811	979,547	858,919	11,99,791	12,37,543	11,36,177
„ Spirits, Wines, &c... ...	„	510,608	452,936	493,194	39,72,195	35,12,877	37,41,258
Machinery and Millwork	value.	.....	.....	.....	1,29,50,266	1,02,31,415	1,43,27,100
Matches, Lucifer and other ...	„	.....	.....	.....	11,86,526	13,57,288	14,87,295
Metals (excluding Hardware & Cutlery).	tons.	103,493	90,903	85,178	2,45,70,388	1,87,09,631	1,85,13,278
„ Hardware and Cutlery ...	value.	.....	.....	.....	65,69,526	47,13,026	49,38,901
Oil (kerosine)	gallons	18,191,657	24,367,757	24,374,481	94,48,279	1,09,38,765	94,00,476
„ other sorts	„	1,371,271	2,054,992	1,360,500 320	15,25,457	21,90,057	13,20,131
„ „ „	cwts.	.....	.....				
Paints and Colors (excluding Painters' Materials)	cwts.	114,442	66,814	81,045	13,54,185	10,08,597	10,18,210
Paper and Pasteboard	value.	.....	.....	.....	25,75,530	16,91,426	21,81,428
Perfumery	„	.....	.....	.....	1,72,602	1,87,445	1,31,983
Provisions	„	.....	.....	.....	65,25,026	69,76,082	53,74,701
Railway Plant and Rolling Stock ...	„	.....	.....	.....	1,02,57,600	1,16,26,856	1,38,22,556
Silk, Raw	lbs.	2,201,456	1,680,531	1,614,162	79,80,164	52,71,033	51,20,289
„ Piece Goods (including silk mixed with other materials) ...	yards	12,162,315	8,272,726	8,505,004	97,92,250	64,52,894	66,28,860
„ Goods other sorts	value.	.....	.....	.....	16,57,131	7,10,028	7,83,449
Spices	lbs.	13,496,628	12,216,532	11,874,098	20,56,248	18,07,849	19,31,654
Sugar, refined and unrefined ...	cwts.	1,591,276	1,718,928	2,077,169	1,89,43,479	1,95,08,770	2,21,16,655
Tea	lbs.	8,328,369	3,834,356	2,639,067	55,75,541	25,15,593	14,95,059
Tobacco, Cigars, &c.	„	439,123	414,454	366,091	6,05,017	5,30,970	4,79,716
Umbrellas	No.	1,500,927	1,249,784	1,061,737	14,30,356	11,52,473	9,76,219
Woollen Piece Goods	yards.	7,334,383	3,789,110	4,653,971	62,55,907	30,73,711	38,28,440
„ Goods other sorts	value.	.....	.....	.....	10,55,216	6,29,396	6,41,976
All other Articles...	„	.....	.....	.....	2,27,55,031	2,15,10,500	1,72,13,817
Total value Rs....		.....	.....	.....	29,29,39,724	23,48,36,822	24,56,99,110

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1896, 1897, and 1898.

ARTICLES.	Quantities.			Value.		
	1896.	1897.	1898.	1896.	1897.	1898.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	9,125	5,397	2,855	5,94,160	2,99,283	1,17,392
Coir, manufactured and unmanufactured (excluding Ropes) ... „	41,931	38,205	25,843	3,42,530	3,06,687	2,04,343
Cotton—Raw ... ... „	3,858,954	3,279,457	3,473,580	10,30,43,964	7,90,32,598	7,37,38,141
„ Twist and Yarn ... ... lbs.	196,596,897	150,233,021	186,801,559	7,25,75,457	5,37,55,152	5,82,47,073
„ Piece Goods ... ... yards.	60,462,142	46,512,319	38,155,091	81,02,719	59,96,571	48,92,986
„ Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	6,18,154	4,46,941	4,69,234
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	838,126	584,358	658,887	36,07,883	21,85,563	24,42,055
Other sorts ... ... „	28,314	24,721	26,704	18,44,432	20,19,966	15,50,437
Grain and Pulse—						
Rice ... ... „	855,428	679,547	1,038,801	47,62,204	42,28,672	56,12,872
Wheat... ... ... „	1,493,005	48,903	6,224,784	64,72,104	3,39,552	3,32,60,343
Wheatflour ... ... lbs.	77,779,631	41,788,187	61,331,087	47,20,684	31,48,810	41,48,872
Other sorts ... ... cwts.	948,591	262,186	1,946,845	34,94,888	12,84,873	71,44,780
Hides and Skins—						
Hides ... ... No.	271,468	269,344	182,331	12,70,693	13,06,026	8,40,543
Skins ... ... „	4,216,452	4,139,446	4,384,089	59,25,546	55,93,237	63,60,063
Oils ... ...gallons	318,015	125,565	289,656	6,73,166	3,48,474	7,29,736
Opium ... ...chests.	22,119	19,304	23,201½	3,02,74,828	2,40,32,140	2,51,95,209
Seeds—						
Linseed ... ... cwts.	3,215,880	877,547	2,727,422	2,21,49,616	56,61,378	1,65,67,361

Rape ... ... ,,	1,401,059	1,943,185	2,311,105	97,73,160	1,44,57,957	1,40,48,965
Gingelly ... ... ,,	1,180,212	881,724	2,113,862	96,31,687	72,56,436	1,56,11,091
Poppy ... ... ,,	559,053	451,217	546,209	45,00,327	33,42,541	35,42,948
Groundnuts ... ... ,,	661,160	26,924	19,760	47,43,851	2,04,637	1,42,645
Other sorts ... ... ,,	1,175,159	880,259	1,258,189	72,10,965	61,39,815	74,81,872
Spices ... ... lbs.	8,338,345	6,725,450	6,046,866	16,92,254	13,18,654	12,91,476
Sugar, refined and unrefined ... cwts.	31,187	31,713	21,269	3,45,097	3,46,389	2,70,279
Tea ... ... lbs.	3,377,148	1,815,725	3,383,647	23,13,966	10,94,921	17,94,885
Tobacco, Cigars, &c. ... ... ,,	7,670,681	3,804,327	5,788,671	9,68,237	4,88,143	7,36,104
Wool, Raw ... ... ,,	14,988,429	14,356,728	13,229,882	70,17,508	68,47,647	67,11,606
Woollen Shawls ... ... No.	3,212	1,191	2,051	1,58,799	1,18,314	1,69,041
All other articles ... ... value.	.....	.....	.....	1,69,29,784	1,47,06,473	1,45,16,452
Total value Rs....	.....	.....	.....	33,57,58,663	24,63,07,850	30,78,38,795
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,274,148	1,458,412	1,454,695	8,34,945	8,70,195	7,97,303
,, *Piece Goods* ... ... yds.	74,639,596	62,990,214	60,198,792	1,39,08,539	1,19,21,130	1,07,24,844
,, Shawls and Handkerchiefs ... No.	1,425,373	914,952	743,529	2,69,425	1,60,697	1,31,447
,, Lace, Thread, &c. ... ... value.	.....	.....	.....	3,43,998	2,51,838	1,83,181
Gums and Resins ... ... cwts.	46,801	32,681	32,040	7,65,440	5,48,170	5,13,361
Ivory, unmanufactured ... ... lbs.	174,346	129,555	138,510	10,00,468	6,91,473	6,89,606
Provisions ... ... value.	.....	.....	.....	9,69,540	9,57,209	11,53,630
Silk, Raw ... ... lbs.	90,680	62,259	64,658	2,58,405	1,81,886	1,62,781
,, Piece Goods (including silk mixed with other materials) ... yards.	1,365,671	759,976	557,209	9,25,667	5,85,649	4,36,399
Sugar, refined ... ... cwts.	174,566	100,823	133,996	21,56,943	11,72,644	14,87,827
Tea ... ... lbs.	5,757,305	2,840,030	2,160,069	46,71,850	22,98,716	14,15,057
Wool, Raw ... ... ,,	2,622,172	601,356	1,243,368	11,82,200	2,66,617	3,62,950
Woollen Piece Goods ... ... yards.	451,817	199,548	175,710	4,58,252	2,20,655	1,90,599
,, Shawls, &c. ... ... value.	.....	.....	.....	65,263	45,771	29,101
All other articles ... ... ,,	.....	.....	.....	89,98,367	71,91,777	63,24,073
Total value Rs....	.....	.....	.....	3,68,09,302	2,73,64,427	2,46,02,159
Grand Total Rs....	.....	.....	.....	37,25,67,965	27,36,72,277	33,24,40,954

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which at Ports in British India, in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1888-89 ...	2,354	625,375	1,351	2,157,769	3,705	2,783,144	1,219	317,873
1889-90 ...	2,416	619,901	1,355	2,200,273	3,771	2,820,174	1,194	385,225
1890-91 ...	2,091	510,976	1,570	2,480,276	3,661	2,991,252	1,352	324,452
1891-92 ...	2,153	455,262	1,617	2,561,855	3,770	3,017,117	1,281	374,124
1892-93 ...	2,238	442,105	1,585	2,544,440	3,823	2,986,545	1,209	468,111
1893-94 ...	2,025	453,067	1,623	2,610,037	3,648	3,063,104	1,034	263,242
1894-95 ...	1,966	401,363	1,819	2,911,794	3,785	3,313,157	1,143	309,932
1895-96 ...	2,021	362,029	1,835	2,949,232	3,856	3,311,261	999	260,689
1896-97 ...	1,890	299,020	1,775	2,877,982	3,665	3,177,002	1,002	233,645
1897-98 ...	1,929	371,147	1,704	2,732,192	3,633	3,103,339	967	250,151

CLEAR

1888-89 ...	2,856	896,598	1,567	2,487,854	4,423	3,384,452	816	75,124
1889-90 ...	2,854	905,306	1,627	2,623,030	4,481	3,528,336	853	73,459
1890-91 ...	2,717	772,693	1,831	2,870,715	4,548	3,643,408	793	66,438
1891-92 ...	2,551	708,371	2,157	3,427,402	4,708	4,135,773	676	86,653
1892-93 ...	2,782	759,331	1,803	2,846,657	4,585	3,605,988	640	94,445
1893-94 ...	2,459	700,421	1,851	2,999,532	4,310	3,699,953	550	96,190
1894-95 ...	2,566	654,055	2,066	3,247,475	4,632	3,901,530	530	77,983
1895-96 ...	2,457	547,271	2,066	3,341,190	4,523	3,888,461	424	76,361
1896-97 ...	2,363	456,364	1,926	3,078,441	4,289	3,534,805	495	79,571
1897-98 ...	2,236	517,461	1,930	3,084,919	4,166	3,602,380	482	84,479

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Countries Official Year from 1888-89 *to* 1897-98.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
257	349,162	1,476	667,035	3,573	943,248	1,608	2,506,931	5,181	3,450,179
317	452,782	1,511	838,007	3,610	1,005,126	1,672	2,653,055	5,282	3,658,181
477	547,137	1,829	871,589	3,443	835,428	2,047	3,027,413	5,490	3,862,841
635	917,134	1,916	1,291,258	3,434	829,386	2,252	3,478,989	5,686	4,308,375
352	447,540	1,561	915,651	3,447	910,216	1,937	2,991,980	5,384	3,902,196
348	471,565	1,382	734,807	3,059	716,309	1,971	3,081,602	5,030	3,797,911
381	533,297	1,524	843,229	3,109	711,295	2,209	3,445,091	5,309	4,156,386
371	556,089	1,370	816,778	3,020	622,718	2,206	3,505,321	5,226	4,128 039
339	473,342	1,341	706,987	2,892	532,665	2,114	3,351,324	5,006	3,883,989
375	564,271	1,342	814,422	2,896	621,298	2,079	3,296,463	4,977	3,917,761

ED.

65	73,577	881	148,701	3,672	971,722	1,632	2,561,431	5,304	3,533,153
57	55,610	910	129,069	3,707	978,765	1,684	2,678,640	5,391	3,657,405
192	112,267	985	178,765	3,510	839,131	2,023	2,982,982	5,533	3,822,113
88	59,850	764	146,503	3,227	795,024	2,245	3,487,252	5,472	4,282,276
114	88,662	754	184,107	3,422	854,776	1,917	2,935,319	5,339	3,790,095
105	71,832	655	168,022	3,009	796,611	1,956	3,071,364	4,965	3,867,975
106	119,923	636	197,906	3,096	732,038	2,172	3,367,398	5,268	4,099,436
124	133,739	548	210,100	2,881	623,632	2,190	3,474,929	5,071	4,098,561
150	200,220	645	279,791	2,858	535,935	2,076	3,278,661	4,934	3,814,596
136	180,019	618	264,498	2,718	601,940	2,066	3,264,938	4,784	3,866,878

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1888-89 ...	374	80,491	622	1,064,432	996	1,144,923	9	1,048
1889-90 ...	371	61,460	555	992,629	926	1,054,089	24	2,420
1890-91 ...	324	46,232	624	1,107,698	948	1,153,930	3	279
1891-92 ...	408	54,344	612	1,079,550	1,020	1,133,894	2	341
1892-93 ...	374	56,916	604	1,083,797	978	1,140,713	12	2,351
1893-94 ...	329	59,156	581	1,068,414	910	1,127,570	15	2,426
1894-95 ...	312	46,417	632	1,245,430	944	1,291,847	9	1,559
1895-96 ...	284	36,351	625	1,230,343	909	1,266,694	14	1,801
1896-97 ...	205	32,463	566	1,126,026	771	1,158,489	2	730
1897-98 ...	242	37,020	469	974,940	711	1,011,960	2	145

CLEAR

1888-89 ...	324	52,404	565	975,050	889	1,027,454	6	936
1889-90 ...	361	42,045	502	902,387	863	944,432	12	2,627
1890-91 ...	331	36,034	504	889,002	835	925,036	5	720
1891-92 ...	340	39,698	665	1,179,357	1,005	1,219,055	5	1,395
1892-93 ...	350	41,441	578	1,045,132	928	1,086,573	6	348
1893-94 ...	279	35,375	536	1,021,924	815	1,057,299	1	68
1894-95 ...	327	44,900	452	897,510	779	942,410	2	107
1895-96 ...	314	36,686	464	936,500	778	973,186	2	333
1896-97 ...	208	26,484	436	873,753	644	900,237	1	1,669
1897-98 ...	241	29,121	374	770,371	615	799,492	5	4,034

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign in each Official Year from 1888-89 *to* 1897-98.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
19	26,323	28	27,371	383	81,539	641	1,090,755	1,024	1,172,294
20	30,024	44	32,444	395	63,880	575	1,022,653	970	1,086,533
19	29,748	22	30,027	327	46,511	643	1,137,446	970	1,183,957
145	245,489	147	245,830	410	54,685	757	1,325,039	1,167	1,379,724
59	105,273	71	107,624	386	59,267	663	1,189,070	1,049	1,248,337
54	101,688	69	104,114	344	61,582	635	1,170,102	979	1,231,684
32	55,874	41	57,433	321	47,976	664	1,301,304	985	1,349,280
31	54,145	45	55,946	298	38,152	656	1,284,488	954	1,322,640
12	14,784	14	15,514	207	33,193	578	1,140,810	785	1,174,003
13	25,851	15	25,996	244	37,165	482	1,000,791	726	1,037,956

ED.

29	51,967	35	52,903	330	53,340	594	1,027,017	924	1,080,357
21	30,570	33	33,197	373	44,672	523	932,957	896	977,629
25	39,606	30	40,326	336	36,754	529	928,608	865	965,362
21	35,471	26	36,866	345	41,093	686	1,214,828	1,031	1,255,921
20	34,381	26	34,729	356	41,789	598	1,079,513	954	1,121,302
19	31,074	20	31,142	280	35,443	555	1,052,998	835	1,088,441
35	58,962	37	59,069	329	45,007	487	956,472	816	1,001,479
35	59,734	37	60,067	316	37,019	499	996,234	815	1,033,253
54	111,911	55	113,580	209	28,153	490	985,664	699	1,013,817
45	119,171	50	123,205	246	33,155	419	889,542	665	922,697

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTH.	WITH CARGOES.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	42	97,489	30	4,681	40	3,262
February	45	93,863	11	2,993	16	1,182
March	15	27,631	2	133	16	572
April	10	13,681	2	85	11	987
May	47	94,906	5	1,289	10	740
June	15	87,988	1	517	1	39
July	44	97,825	1	499	...	...
August	49	105,034	1	516	1	79
September	43	89,796	2	356	20	1,659
October	46	88,423	15	2,249	52	3,629
November	50	93,622	19	4 532	30	1,882
December	45	94,528	32	4,031	31	1,940
Total	481	985,086	121	21,881	228	15,971

CLEAR

January	29	60,905	22	2,548	30	3,218
February	32	64,232	22	3,018	20	2,174
March	18	31,920	4	257	19	805
April	19	34,164	5	448	14	1,231
May	68	157,593	7	1,882	4	535
June	56	112,609	4	3,167	6	522
July	42	93,487	1	2,541	...	...
August	37	77,179	1	500	1	87
September	30	67,062	2	698	5	362
October	32	64,309	...	...	6	597
November	27	53,939	8	878	10	587
December	32	70,497	30	4,576	20	1,525
Total	422	887,896	106	20,513	135	11,643

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1898.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1	2,317	...	...	1	96	112	105,432	2	2,413
...	...	...	...	...	...	72	98,038	...	...
3	3,703	...	...	9	260	33	28,636	12	3,963
1	1,732	...	...	3	94	23	14,753	4	1,826
28	57,470	...	...	...	...	62	96,935	28	57,470
23	44,401	1	2,541	...	...	47	88,544	24	46,942
4	4,917	...	...	...	...	45	98,324	4	4,917
3	4,510	...	...	...	...	51	105,629	3	4,510
2	3,349	...	...	...	...	65	91,811	2	3,349
2	4,437	...	...	...	...	113	94,301	2	4,437
1	2,225	...	...	...	...	99	100,036	1	2,225
2	3,948	1	84	...	...	108	100,499	3	4,032
70	133,009	2	2,625	13	450	830	1,022,938	85	136,084

ED.

1	2,565	...	...	1	31	81	66,671	2	2,596
2	4,742	...	...	1	28	74	69,424	3	4,770
...	...	1	63	...	...	41	32,982	1	63
...	...	...	...	...	...	38	35,843	...	...
1	2,698	...	...	...	...	79	160,010	1	2,698
...	...	...	...	...	...	66	116,298	...	...
...	...	...	...	...	...	43	96,028	...	...
...	...	...	...	...	...	39	77,766	...	...
...	...	...	...	1	74	37	68,122	1	74
...	...	...	...	...	...	38	64,906	...	...
1	2,195	...	...	3	83	45	55,404	4	2,278
...	...	...	...	...	...	82	76,598	...	...
5	12,200	1	63	6	216	663	920,052	12	12,479

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1880.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1880	32,705	54,164,246	No Records.	2,380	4,663,476	35,085	58,827,722	13,586,079	115,434	42,618,335
1881	27,777	49,081,034	Do.	2,219	5,174,794	29,996	54,255,828	12,530,214	119,590	44,100,909
1882	34,798	56,986,687	Do.	2,405	5,369,753	37,203	62,356,440	14,401,025	140,486	53,115,882
1883	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,338	62,813,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465,399	181,645,149
1892	67,305	99,754,263	23,083,693	3,210	6,837,067	70,515	106,591,330	24,616,935	487,773	190,705,398
1893	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,733	412,584	159,960,286
1894	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896	87,364	122,974,132	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229,346,959
1897	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,133	461,260	181,184,351
1898	69,026	99,268,706	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	553,681	218,724,607

* *N.B.*—The Weights have been arrived at by dividing the length in yards by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893; in 1894 and 1895 by 4·22 and in 1896 to 1898 by 4·00.

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1879.....	45,530	4,842	50,372	31,711	82,083	11,072	93,155
1880.....	63,194	4,527	67,721	38,825	106,546	14,092	120,638
1881.....	61,783	7,378	69,161	41,092	110,253	14,333	124,586
1882.....	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883.....	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884.....	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885.....	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886.....	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887.....	205,158	39,730	244,888	47,799	292,687	3,451	296 138
1888.....	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889.....	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890.....	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891.....	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892.....	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893.....	297,572	14,198	311,770	88,130	399,900	9,139	409,039
1894.....	338,703	10,743	349,446	105,863	455,309	10,388	465,697
1895.....	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896.....	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897.....	361,221	645	361,866	91,095	452,961	5,822	458,783
1898.....	437,645	475	438,120	108,691	546,811	7,125	553,936

* Compiled from returns received from the Railway Companies.

EXPORTS OF BOMBAY MANUFACTURED COTTON PIECE-GOODS AND YARNS FROM BOMBAY PORT ONLY, 1897-98.

From Official Returns. Year ending 31st March.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods.		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of		Total Value in Lakhs of Rupees [000s omitted.]	Per-centage.
	Millions of [000s omitted.]			Goods.	Yarns.	Millions of lbs. [000s omitted].	Per-centage	[000s omitted.]		Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	44·74	*11·18	170·06	23·54	82·73	181·24	71·62	†57·37	594·78	24·43	81·34	‡652·15	67·50
Indian Ports	67·70	*16·92	31·65	35·63	15·40	48·57	19·19	90·03	122·60	38·34	16·76	212·63	22·01
Interior by Rail	*77·56	19·39	3·85	40·83	1·87	23·24	9·19	87·42	13·87	37·23	1·90	101·29	10·49
Total Indian...	145·26	36·31	35·50	76·46	17·27	71·81	28·38	177·45	136·47	75·57	18·66	313·92	32·50
Grand Total...	190·00	47·49	205·56	100·00	100·00	253·05	100·00	234·82	731·25	100·00	100·00	966·07	100·00

* Assuming 4·00 yards to be equivalent to 1 lb. and *vice versa* (reduced from 4·33 yards in years previous to 1895-96).
† Piece-Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 61·85 lakhs or
‡ Inclusive of Yarns 656·63 lakhs of Rupees.

CC—80

EXPORTS OF BOMBAY MANUFACTURED COTTON PIECE-GOODS AND YARNS FROM BOMBAY PORT ONLY. 1896-97.

From Official Returns. Year ending 31st March.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece Goods. Millions of [000s omitted.]		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees. [000s omitted.]		Percentage of		Total Value in Lakhs of Rupees [000s omitted.]	Per-centage
				Goods.	Yarns.	Millions of lbs. [000s omitted].	Per-centage			Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	54·55	*13·64	176·62	29·90	84·61	190·26	74·80	†71·72	648·92	30·88	83·53	‡720·64	71·41
Indian Ports	63·91	*15·98	28·83	35·03	13·82	44·81	17·62	88·44	115·36	38·08	14·85	203·80	20·20
Interior by Rail	*64·00	16·00	3·28	35·07	1·57	19·28	7·58	72·11	12·54	31·04	1·62	84·65	8·37
Total Indian...	127·91	31·98	32·11	70·10	15·39	64·09	25·20	160·55	127·90	69·12	16·47	288·45	28·59
Grand Total...	182·46	45·62	208·73	100·00	100·00	254·35	100·00	232·27	776·82	100·00	100·00	1009·09	100·00

* Assuming 4·00 yards to be equivalent to 1 lb. and *vice versa* (reduced from 4·33 yards in years previous to 1895-96).
† Piece-Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 76·71 lakhs or
‡ Inclusive of Yarns 725·63 lakhs of rupees.

Foreign Countries to which Grey Cotton-Piece Goods of Bombay Manufacture have been exported since 1891-92.

(FROM GOVERNMENT RETURNS) (*Years ending 31st March.*

Descriptions.	To	In Millions of yards (0000s omitted)						
		1897-98.	1896-97.	1895-96.	1894-95.	1893-94.	1892-93.	1891-92.
T. Cloths	Mozambique	3·72	2·85	4·16	3·72	3·11	2·71	3·13
	Zanzibar	6·39	8·69	6·30	7·18	4·31	4·01	3·39
	Aden	2·53	·95	·75	·60	·82	·38	·30
	China—Hongkong	·27	·35	2·16	·47	·65	·51	·06
	Do. Treaty Ports*	1·34	5·05	7·31	4·21	2·23	7·17	5·22
	Mekran and Sonmiani	·24	·04	·13	·13	·01	·30	·21
	Abyssinia	·09	1·80	·65	1·13	3·18	1·69	1·22
	Other Countries	3·05	2·38	2·81	3·35	2·08		
	Total...	17·63	22·11	24·27	20·79	16·39	16·77	13·53
Sheetings ...	Abyssinia	·10	·22	2·95	3·45	1·84	·97	·62
	Mozambique	·75	1·08	1·61	1·72	2·74	6·47	4·81
	Zanzibar	3·07	3·47	5·84	5.16	6·39	8·65	13·75
	Aden	·45	·85	1·80	3·12	2·38	1·82	·77
	Arabia	·64	·76	·68	1·28	·65	·73	·59
	China—Treaty Ports* ...	...	·68	·84	·02	·06	·13	...
	Other Countries	·39	·96	1·52	1·85	·65	·82	1·34
	Total...	5·40	8·02	15·24	16·60	14·74	19·59	21·88
Domestics ...	Aden	4·96	5·40	8·59	8·46	4·66	5·61	5·51
	Arabia	·11	·13	·25	·33	·15	·43	·44
	Other Countries	·25	·34	·27	·27	·08	·04	·09
	Total...	5·32	5·87	9·11	9·06	4·89	6·08	6·04

Drills and Jeans...	Zanzibar...	.....	...	.....	.....	.....	.....	·01
	Aden	·02	...	.....	.....	.....	.....	.....
	Other Countries	.....	·10	·02	·01	·07	·19	·03
	Total...	·02	·10	·02	·01	·07	·19	·04
Long Cloths ...	Abyssinia	·03	2·42	2·18	1·31	1·45	1·87	·99
	Mozambique	·60	·28	.....	·02	·01	·07	·28
	Zanzibar...	·41	1·58	·30	·52	·62	·57	·23
	Aden	5·07	2·20	1·74	3·58	2·23	2·10	3·47
	China—Treaty Ports*... ...	·08	·40	2·50	·96	1·52	3·20	1·10
	Arabia	·44	·24	1·19	1·80	1·51	1·54	1·19
	Persia	·51	·59	·55	·75	·42	·70	·35
	Straits	·05	·06	·15	·19	·11	·02	·02
	Turkey in Asia...	1·31	2·30	2.44	2·90	1·94	1·65	2·27
	Egypt	·17	·17	1·68	·88	1·10	·95	·74
	Other Countries	·22	·36	·13	·16	·26	·07	·04
	Total...	8·89	10·60	12·86	13·07	11·17	12·74	10·68
Chudders... ...	Aden	·46	·65	·66	·92	·55	·22	·15
	Zanzibar...	1·89	2·00	1·27	1·27	·88	1·04	1·13
	Other Countries	1·04	·86	1·05	·99	·58	·40	·33
	Total...	3·39	3·51	2·98	3·18	2·01	1·66	1·61
Dhooties	Aden	·02	·08	·03	·06	·06	·16	.....
	Other Countries	·12	·04	·30	·27	·27	·19	·02
	Total...	·14	·12	·33	·33	·33	·35	·02
Other Sorts... ...	Total...	·52	·21	·09	·10	·01	·03	·16
	Grand Total...	41·31	50·54	64·90	63·14	49·61	57·41	53·96

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece Goods of Bombay manufacture exported to Foreign Ports since 1891-92.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000s omitted.)						
	1897-98.	1896-97.	1895-96.	1894-95.	1893-94.	1892-93.	1891-92
T. Cloths	17·63	22·11	24·27	20·79	16·39	16·77	13·53
Sheetings	5·40	8·02	15·24	16·60	14·74	19·59	21·88
Domestics	5·32	5·87	9·11	9·06	4·89	6·08	6·04
Drills and Jeans ...	·02	·10	·02	·01	·07	·19	·04
Long Cloths	8·89	10·60	12·86	13·07	11·17	12·74	10·68
Chudders	3·39	3·51	2·98	3·18	2·01	1·66	1·61
Dhooties	·14	·12	·33	·33	·33	·35	·02
Other Sorts	·52	·21	·09	·10	·01	·03	16
Total Millions of Yards ...	41·31	50·54	64·90	63·14	49·61	57·41	53·96
Total Lakhs of Rupees ...	49·22	61·16	80·54	75·95	57·59	65·62	61·12

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1890-91.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (000s omitted.)							
	1897-98.	1896-97.	1895-96.	1894-95.	1893-94.	1892-93.	1891-92.	1890-91.
Mule No. 15s and under	68·62	50·93	49·37	43·63	35·74	55·99	44·11	41·26
„ „ 16s to 24s	100·05	124·44	121·65	101·99	88·37	113·70	109·78	115·72
„ „ 25s to 32s	·13	·18	·21	·42	·41	·20	·30	·72
„ „ 33s to 44s	...	·15	·02	·10	·05	·02	·02	·04
Total ...	168·80	175·70	171·25	146·14	124·57	169·91	154·21	157·74
Water No. 20s and under	·27	·07	·01	·03	·11	·08	·24	·23
„ „ 21s to 30s	...	...	...	...	·05	...	·29	·09
„ „ 31s to 40s	...	...	·01	...	·03	·01	·02	·02
Total ...	·27	·07	·02	·03	·19	·09	·55	·34
Colored Yarns ... Total ...	·99	·85	1·10	·86	·70	·78	·59	·30
Total Yarns ...	170·06	176·62	172·37	147·03	125·46	170·78	155·35	158·38

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1890-91.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1897-98.	1896-97.	1895-96.	1894-95.	1893-94.	1892-93.	1891-92.	1890-91.
Mule No. 15s and under	Aden	1·24	·85	·86	1·50	·99	·71	1·47	1·28
	Japan	...	...	...		·03	·20	·01	·19
	China, Hongkong	43·07	32·99	35.78	33·71	24·87	43·95	33·14	30·45
	China, Treaty Ports*	23·63	16·37	12·13	7·74	9·61	10·91	9·17	9·10
	Other Countries...	·68	·72	·60	·68	·24	·22	·32	·24
	Total ...	68·62	50·93	49·37	43·63	35·74	55·99	44·11	41·26
16s to 24s ...	Aden	·58	·45	·42	·54	·41	·29	·52	·38
	Japan	·35	·64	1·21	2·58	5·64	6·82	6·67	11·50
	China, Hongkong	47·74	59·41	53·00	57·12	42·31	53·71	50·09	47·98
	China, Treaty Ports*	46·06	59·44	62·58	35·05	35·54	50·32	47·18	52·80
	Straits	3·16	2·57	2·54	4·25	2·83	1·25	3·41	1·81
	Other Countries	2·16	1·93	1.90	2·45	1·64	1·31	1·91	1·25
	Total ...	100·05	124·44	121·65	101·99	88·37	113·70	109·78	115·72
Above No. 24s ...	Total ...	·14	·33	·23	·52	·46	·22	·32	·76
	Total Mule ...	168·81	175·70	171·25	146·14	124·57	169·91	154·21	157·74
Water	„ Water ...	·27	·07	·02	·03	·19	·09	·55	·34
Colored	„ Colored ...	·99	·85	1·10	·86	·70	·78	·59	·30
	Grand Total ...	170·07	176·62	172·37	147·03	125·46	170·78	155·35	158·38
	Value in Lakhs of Rs.	594·78	648·92	629·60	525·80	465·05	614·08	555·55	614·14

* Almost entirely to Shanghai.

RECEIPTS at, and Exports from Bombay Port, also Mill consumption in the Island of Bombay. In thousands of Bales (000s omitted). *Years ending 30th June.*

Years ending 30th June	Receipts	Exports to			Mill Consumption.	Total.	Years ending 30th June	Receipts	Exports to			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1860	...	566	202	768	Max. Exports up to this year.		1879	832	652	64	716	181	897
							1880	1,171	874	34	908	220	1,128
1861	...	835	61	896	American War. Imports from China.		1881	1,244	874	60	934	273	1,207
1862	...	911	8	919			1882	1,832	1,521	87	1,608	277	1,885
1863	...	867	3	870	'63 & '64 Bombay Cotton		1883	1,770	1,335	95	1,430	313	1,743
1864	...	1,065	1	1,066			1884	1,759	1,295	100	1,395	348	1,743
1865	...	1,187	14	1,201			1885	1,139	791	70	861	392	1,253
1866	...	1,277	5	1,282	42	1,243	1886	1,480	1,009	61	1,070	391	1,461
1867	...	1,030	48	1,078	46	1,328	1887	1,703	1,147	40	1,187	454	1,641
1868	...	1,225	56	1,281	47	1,125	1888	1,472	893	58	951	500	1,451
1869	...	1,115	50	1,165	48	1,329	1889	1,851	1,286	46	1,332	565	1,897
1870	...	967	39	1,006	49	1,214	1890	2,235	1,488	71	1,559	636	2,195
1871	1,085	1,002	48	1,050	50	1,056	1891	2,020	1,070	107	1,177	762	1,939
1872	1,151	1,079	34	1,113	52	1,102	1892	1,770	905	202	1,107	728	1,835
1873	978	917	34	951	53	1,166	1893	1,738	816	169	985	724	1,709
1874	1,311	1,192	25	1,217	67	1,018	1894	1,769	908	159	1,067	731	1,798
1875	1,345	1,285	20	1,305	83	1,300	1895	1,540	525	143	668	815	1,483
1876	1,073	980	35	1,015	135	1,440	1896	2,151	800	346	1,146	849	1,995
1877	1,141	920	38	958	147	1,162	1897	1,612	603	405	1,008	703	1,711
1878	961	800	46	846	161	1,119	1898	1,730	424	409	833	817	1,650
					204	1,050							

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year 1877 to 1898.

Year.	Cotton.	†Wool.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1877	839,464	51,845	1,953,209	733,381	269,949	1,183,763	171,908
1878	726,484	64,259	682,878	550,292	426,970	236,153	269,898
1879*	641,457	65,667	480,261	223,414	534,837	120,148	152,627
1880*	922,050	84,418	1,711,202	217,553	528,406	1,948,681	257,701
1881*	1,002,763	63,381	2,081,783	737,315	989,662	9,364,804	192,844
1882*	1,459,924	69,151	3,192,310	710,222	1,113,712	8,351,492	328,300
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,713,838	344,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,663	831,398	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732

* Including transhipments in Harbour. † Including goat hair.

00133565

Digitized with financial assistance from
Government of Maharashtra
on 01 February, 2020